THE Bombay Gazette
AND INDIAN DAILY NEWS.

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TO SAIL 15TH MAY.—The A 1 Clipper Ship PRINCE CONSORT, 1235 Tons, J. Aitchinson, Commander. This Ship belongs to the Black Ball Australian Line of London Packets, and has excellent accommodation for Passengers. Apply to Captain Aitchison or to
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(To sail by the end of April.)

THE fine A 1 Ship EARL DALHOUSIE, 1047 Tons register. For Passage, having still two Poop Cabins disengaged, apply to Captain Campbell on board or to W. & A. GRAHAM & Co.
Bombay, 21st April 1863.

FOR LIVERPOOL.

THE A 1 Ship FRENCHMEN, 1156 Tons register, will sail about the beginning of May, has two side Cabins still disengaged. For Passage, apply to Captain Galloway, at Messrs. ROBINSON & Co., Bombay.

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Consul for Austria and Prussia.
Bombay, 27, Medow Street.

FOR KURRACHEE.

THE S. S. "PIONEER," R. Taunton, Commander, will be despatched as above, on MONDAY next, the 27th instant, at 4 P.M. For Freight and Passage, apply to RITCHIE, STEUART & Co.

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THE British India Steam Navigation Company's (Limited,) Screw Steam Ship KURRACHEE, 700 Tons, 140 H. P., George Betts, Commander, will be despatched to the Malabar Coast on THURSDAY, the 30th instant, at 4 P.M., calling at Rutnagherry, Vingorla, Goa, Sedashughur, Mangalore, Cannanore, Calicut, and Cochin, returning by the same route in nine days time.
W. NICOL & Co., Agents.

N. B.—Goods and Passengers may be conveyed to Madras and Calcutta via Calicut by this opportunity.

FOR SURAT.

THE well-known and fast sailing Steamer SIR J. R. CARNAC, T. VanWullen, Captain, will leave for the above Port, on TUESDAY, the 28th instant at noon.

It is requested that Passengers will not go on board without a shipping order from the Office.

For Freight or Passage, apply at the Office, Bazar Gate Street, Fort.

FOR SURAT.

THE new and well-known Steamer MOUNTSTUART ELPHINSTONE, A. L. Taylor, Commander, will start for the above Port, on MONDAY, the 27th instant, at 11 A.M.

For Freight or Passage, apply at the Steamer's Office, next to Bazar Gate.
Bombay, 24th April 1863.

Houses, &c. to Let.

TO LET.—PROSPECT COTTAGE, Camballa Hill For particulars, enquire of Messrs. Heerjeebhoy Muncherjee, No. 7, Apollo Street.

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WANTED.—A Stewardess on board the Ship *Rhea Sylvia* bound to England. Apply on board.

Also, for Sale on board the same Ship, 6 Water Casks, 4 Iron Water Tanks, Haylock's Rich mixed Biscuits in 2 lbs. Tins. A quantity of dunnage wood and old junk.

Notices.

NOTICE.—Consignees of Goods per Ship *Rajah of Cochin*, Cummings, Master, from London, are requested to send off Boats for their Cargo without delay, otherwise the goods will be landed by the Captain as they come to hand at the expense and risk of the concerned.

Captain Cummings will not be responsible for the condition of any package after it once leaves the Ship's deck.
RITCHIE, STEUART & Co.
21st April.

NOTICE.—The Firm of McCORMICK & Co., has been dissolved. The business will in future be carried on solely by D. A. McCORMICK, to whom all communications are to be addressed.

NOTICE.

HIS ROYAL HIGHNESS THE PRINCE OF WALES FETE.

SUBSCRIPTIONS TO HIS ROYAL HIGHNESS THE PRINCE OF WALES' FETE will be received by the Bank of Bombay, and such Gentlemen as have already Subscribed towards it are requested to pay the amount of their Subscription into the Bank of Bombay as soon as practicable.
VENAYECKROW JUGONNATHJEE Secretary.
Bombay, 20th April 1863.

NOTICE TO CONTRACTORS AND OTHERS.—The Executive Engineer Surat and Broach, is prepared to receive, up to the 15th May, Tenders for the repairs of all Public Buildings and other works in the Surat and Broach Collectorates; schedules showing the probable quantity of work to be done, can be obtained on application at the Executive Engineer's Office in the Ditch Bunder at Surat.
Executive Engineer's Office, Surat, 13th April 1863.

NOTICE.—TENDERS are invited for the ERECTION of an IRON SCREW PILE PIER, in the Harbour of Sedasheghur. A copy of the Specification and Section of the Site, can be obtained on application (post-paid) to the undersigned.

The time of commencement and the time of completion must be stated in the Tender.

All Woodwork will be executed by the Public Works Department.

A sum equal to 10 per cent, of the amount of Tender or approved Securities to that amount must be deposited with the undersigned on the signing of the Contract.

No reason will be given for the rejection of any Tender, and no Tender will be received after the 1st May 1863.
W. A. BAKER, Captain,
Executive Engineer, North Canara.
Office of Executive Engineer, North Canara, Sedashgruh, 9th January 1863.

NOTICE.—In consequence of the Notification of His Excellency the Governor, directing that FRIDAY the 1st proximo be observed as a General Holiday, in commemoration of the MARRIAGE OF HIS ROYAL HIGHNESS THE PRINCE OF WALES, the undermentioned Establishments will be closed on that day.

For the Oriental Bank Corporation,
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For the Central Bank of Western India,
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For the Bank of Hindustan, China and Japan, Limited,
R. E. W. BAKER, Manager.
For the Agency of the Comptoir D'Escompte de Paris,
T. R. R. DAVISON, Acting Manager.
Bombay, 23rd April 1863.

THE MANOCKJEE PETIT'S SPINNING AND WEAVING COMPANY.—The Directors having made a Tenth Call, the Shareholders of the above Company are requested to pay in at the Office of the Company, on or before WEDNESDAY, the 20th May next, Rupees 100 per Share.

Interest at the rate of 12 per cent. per annum will be charged on all Calls paid within one month after that date; after the expiration of that period the Shares will be liable to forfeiture.

By order of the Board of Directors,
PESTONJEE DADABHOY, Secretary.
Bombay, 16th April 1863.

NOTICE OF REMOVAL.

F. BORSINI, CHRONOMETER, WATCH AND CLOCK MAKER, AND JEWELLER, begs to inform his customers and the public generally, that he has now removed his Establishment to No. 38, Medows Street, Fort, next door to the shop of the late firm of Peat & Co., Saddlers, where he invites an inspection of a newly arrived assortment of Watches, Clocks, Musical Boxes, and Jewellery, made by the best London and Geneva makers.

N. B.—Chronometers repaired, cleaned, and accurately rated.

Watches of every description repaired and cleaned properly, so as to ensure time-keeping.
Charges Moderate.
Bombay, 1st April 1863.

BRITISH HOTEL.

ADVERTISEMENT.—The Proprietors of the late "British Hotel" having closed their business, take this opportunity respectfully to offer their grateful acknowledgments to the Public and Gentry of Bombay, and Outstations, for the kind support and patronage bestowed upon them for the time they conducted their late Establishment, and at the same time to solicit the favor, that such of their supporters as have bills still left unsettled with them will oblige them with an early remittance to enable them to finally close the accounts.
PESTONJEE SORABJEE & Co.
British Hotel, Lane, Fort, 1st Dec. 1862.

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The Company proposes to take advantage of the opportunity offered by the building of a New Town on the space now occupied by the Ramparts and Esplanade of the Fort of Bombay, to secure a site, unequalled for convenience of access from the harbour, the European Town, and the Railway Stations, and being at the same time close to the sea, away from the sights and smells of the Native Town, and always open to the invigorating Sea breeze.

Under proper management, it is believed that such an Hotel cannot fail to be successful, and to return large profits to the Shareholders. Public opinion in Bombay is unanimous in favour of such an undertaking, and to those who have witnessed the marvellous development of Bombay within the past few years, and who know how eager is the demand for Hotel accommodation at present, it need not be pointed out to what an immense extent that demand will be increased within the next two or three years.

Applications for Shares to be addressed to the Officiating Secretary, Western India Hotel Company (Limited), Messrs. W. NICOL & Co., Fort.

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Caractacus	Foley.
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Nymph and Cupid	Nollekens.
Ditto ditto	Muller.
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Finding of Moses	Spencer.
La Musidoradelle Staigani	Thompson.
Egeria	J. H. Foley.
Rebecca at the Well	Davis.
Britomartis	E. Wyon.
Religion	A. Gatley.
Socrates	Magni.
Venus	Canova.
First Footsteps	Magni.
Daphne	M. Wood.
Go to Sleep	Durham.
Puck	Miss Hosmer.
Boy with Birds' Nest	
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THE MIRACULOUS DRAUGHT OF FISHES.
THE FLIGHT INTO EGYPT.
MADONA AND INFANT CHRIST.
DESCENT FROM THE CROSS.
THE DELIVERANCE OF SAINT PETER.
CHRIST BEARING THE CROSS.
THE WEEPING SUPPLIANT.
INSTITUTION OF THE LORD'S SUPPER.
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New Advertisements.

NOTICE.—I have this day admitted Mr. S. H. David, a Partner with me, the business will, on and after this date, be carried on under the name and style of N. J. Abraham & Co.
Bombay, 29th April 1863. N. J. ABRAHAM & Co.

WANTED.—A PINE SPAR for Main Top-gallant Mast, 50 feet by 14 inches at heel. Apply to Captain Marshall, Messrs. Cursetjee and Eduljee, Forbes Street.
24th April 1863. E. H. MARSHALL.
Ship *King of Italy.*

NOTICE.—Consignees of Cargo per *Asteroid*, from Calcutta, are requested to send Boats to take delivery of their Goods, as they come to hand, otherwise they will be landed by the Agent or Captain at their expense and risk, and they will not be responsible for the condition of any Package after it leaves the Ship's deck.
HEERJEE AURUT,
Agent for the *Asteroid.*
Bomay, 25th April 1863.

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Just received.

A DESCRIPTION OF THE MANNERS, CHARACTER AND CUSTOMS OF THE PEOPLE OF INDIA; AND OF THEIR INSTITUTIONS, by Abbé J. A. Dubois, second edition, Madras, 1862. Rs. 20.
Rampart Row. THACKER, VINING & Co.

TOWN HALL, BOMBAY.

Thursday Evening, April 30th 1863.

GRAND COMPLIMENTARY BENEFIT
to
THE SAN FRANCISCO MINISTRELS
by the
MASONIC FRATERNITY OF BOMBAY.

THE SAN FRANCISCO MINSTRELS

HAVE much pleasure in laying before the PUBLIC OF BOMBAY the following Correspondence:—

To the San Francisco Minstrels.

The sons of light, having by those means so well known to the craft, discovered the Masonic radience in the countenances of Five of the Sons of Harmony, even through the darkness in which their countenances are wont to be enveloped, hail them as Brethren of the Mystic Tie, and request that they will favour Bombay with at least one more Musical Treat before they migrate to other lands, and that with the readiness to please which has made them so eminently successful they will give that Entertainment at the Town Hall.
G. TAYLOR, Provincial G. Master of Bombay.
G. S. JUDGE, D P.G.M. of Bombay and W. M. to Lodge of Truth.
W. TREVOR ROPER, W.M. Lodge of St. George.
ALFRED KING, W. M. Lodge of Concord.
Bombay, April 16th.

To George Taylor, Esq., Provincial Grand Master of Bombay.
J. S. Judge, Esq., D.P.G.M. of Bombay and W. M. to Lodge of Truth.
W. Trevor Roper, W. M., Lodge St. George.
Alfred King, Esq., W. M., Lodge Concord.

Brethren,—Yours of the 16th instant, requesting us to give an Entertainment at the Town Hall before our departure from Bombay has just been received, and in reply beg to thank you most sincerely for the kind interest you have shown us during our stay in this City, and also for this further proof of your Brotherly regard. We have therefore great pleasure in naming THURSDAY EVENING, APRIL 30th, for the proposed CONCERT.—We have the honor to remain, dear Sirs and Brethren, your fraternally,
J. O. PIERCE.
DAVE CARSON.
T. P. BROWER.
L. F. PALIN,
of the San Francisco Mins
Adelphi Hotel, 18th April 1863.

☞ A Copy of the Popular Songs of Oh Take me to London again, and the Whole Hog or None will be distributed gratuitously to the holder of each 1st Class ticket.

PROGRAMME.

Part I.

Overture Post Pourri	Minstrels.
Open Chorus, Hurrah, Hurrah	S. F. Minstrels.
Mocking Bird	T. P. Brower.
Che che twe twa	Dave Carson.
Old Black Joe	J. O. Pierce.
Poor Mary Jane	Dave Carson.
Come where my love lies dreaming.	H. C. Campbell.
Whole Hog or None	Dave Carson.

Intermission of ten Minutes.

Part II.

GOD BLESS THE PRINCE OF WALES, Song and Chorus	Pierce & Company.
Grand Duet for Harmonican and Piano from William Tell	Messrs. Pierce and Palin.
Blue Tail Fly, with imitations	Dave Carson.
Flute Solo, Souvenuer Di Napoli, op 105	L. F. Palin.
JOHN COMPANY; *a new original song* written expressly for this occasion by	J. O. Pierce.
Ballad, Thy Voice is near	H. C. Campbell.
Quartett, the unhappy Family	Messrs. Carson, Brower, Campbell and Pierce.
Sole Piano forte, Carnival De Venice.	D. Harrison.
Solo, Sardinian Tibea, The Plough boy with Variations	J. O. Pierce.

The Evening's Entertainment to conclude with the laughable Comic Sketch by DAVE CARSON, (assisted by T. P. Brower) entitled—

HOW DO YOU DO,

In which DAVE CARSON will introduce the Song,

PADDY'S WEDDING.

Cards of Admission.

Reserved Numbered Chairs, corresponding with Tickets issued .... Rs. 4
Unreserved Seats .... „ 2

Tickets to be obtained at the Office of the *Times of India* where a plan of the Hall can be seen and at the Doors on the Evening of Performance.

Doors open at half-past 7 o'clock performance to commence at half-past 8.

For Sale.

FOR SALE.—First rate China Matting.—Apply to SHREECRUSTNA WASSOODEWJEE, in the office of Messrs. David Sassoon & Co.
21st April 1863.

FOR SALE BY PRIVATE CONTRACT.—A desirable Property at Bandora. Apply to Jehangeer Nowrojee H.M. Dockyard.

FOR SALE.—THE BURLINGTON ALBUM, of Pianoforte, Vocal and Dance Music for 1863. Published by Robert Cocks & Co., publishers to Her Majesty and to the Emperor, Napoleon III.
Bombay Gazette Office.

COTTON SEED.—The Committee of the Chamber of Commerce expect the early arrival from the Coast of New Dharwar grown American Cotton Seed.
An early application is desirable.
Bombay, 17th April 1863. H. BROOKE, Secretary.

COPPER PLATE PRESS FOR SALE.—A NEW IRON COPPER PLATE PRESS, with Heater, Jigger, Fronting, Blanketing, Ink, Frankfort Black, Strong and Middle Burnt Oil, Whitening, Dabber, Leather, and Canvas &c. For price, apply at the *Bombay Gazette* Office, Fort.

TO LETTER PRESS PRINTERS, AND OTHERS—FOR SALE.—
Brass Column and Heading Rules.
2,000 lbs. Small Pica, second-hand bu in good condition.
INK, Red and Green.
For Terms, &c., apply to the Manager of *Bombay Gazette.*

FOR SALE ON COMMISSION.—A first-rate Telescope Rifle. By Robertson. Price Rs. 400.
McCOMBIE and WRIGHT.

MANILLA AND FRENCH CIGARS AND CHEROOTS.—Messrs. Treacher & Co. are in receipt of a large quantity of Cigars, of Havanna and Cheroot Shapes.
Bombay, Rampart Row.

MESSRS. TREACHER & Co. have just received fresh from FORTNUM, MASON & Co., the following Novelties of a kind never before imported into Bombay.
YORK PIES, SOUPS, MEATS, TRUFFLES, MUSHROOMS, in tins.
BONBONS, ALMONDS, IMPERIALS, MUSCATS, APRICOTS, PEACHES, CHERRIES, in jars and tins.
CRYSTALLIZED FRUITS, RINGS, FIGS, FRUITS in NOYEAU and BRANDY, in boxes and bottles.
Rampart Row

METAL MART, Boree Bunder—
Cast Iron, Wrought Iron, and Lead Piping.
Stop Cocks, Bib Cocks, Steam Valves, and Indicators.
Ornamental Cast Iron Fountains.
Contractors,' Miners,' and Engineers' Tools.
Nails, Hinges, Woodscrews, Bolts, and Nuts.
Bar, Plate, and Sheet Iron.
Zinc Roofing, Roman, and Portland Cement.
Steel and Files.
Ropes, Chains, Blocks.
"Milner's" Fire Proof Safes.
Weighing Machines for Carts, suitable for Entrance Gates of Public Works.
FLETCHER & MITCHELL.

Commercial.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Saturday, 25th April 1863.

EXCHANGE.

On What Place.	Terms.	Rates.
London Banks	6 months' sight	2s. 0¼d.
Do. Credits	Do. do.	2s. 0 13-16d.
Do. Documents	Do. do.	2s. 0¾d.
Calcutta	At sight	99¾
Madras	30 days' sight	99
China	60 Do. do.	3) per $100.

SHARES.

Names.	Paid up	Last Half-yearly Dividend.	Rates.
BANKS.	Rs.		[ex divd.
Agra Bank	500	5 pr. ct.	100 per cent pm.
Bombay Bank	1,000	4½ do.	130 prem.
Central Bank	250	2½ do.	16 prem.
Commercial Bank	500	4 do.	26 ex divid.
Chartered Bank of India, A. & China	240	2½ do.	20 premium.
Chartered Mercantile Bank of India London and China	250	5 do.	85 premium.
Oriental Bank Corporation	250	8 do.	125 pr. ct. pm.
Madras Bank	1,000	4½ do.	192 premium.
PRESS COS.			
Apollo Press Co.	11,000	1,800 per share	Rs. 23,000 p. sh.
Colaba Press Co.	2,700	300 do.	Rs. 6,000 p. sh.
Hydraulic Press Co.	4,000	150 per share	Rs. 250 dis. nom.
Elphinstone Land & Press Co.	6,000	225 per share	Rs. 4,800 p. sh. pm
RAILWAY COS.			
G. I. P. Railway Co. Consolidated Stock	213-3-4	pr. ct.	Rs. 4 disct.
Do. New £20 shares	130-14-0	2½ do.	Rs. 8 disct.
Bombay Baroda & C. I. R. Co.	1,000	2½ do.	Nominal.
SPINNING & WEAVING COS.			
Bombay Spinning & Weaving Co.	5,000	1,000 per share	500 dis.
Great Eastern Spinning & Weaving Co.	1,100	......	Rs. 350 disct.
Manockji Pettit Spinning & Weaving Co.	500	......	Rs. 110 disct.
Oriental Spinning & Weaving Co.	2,500	150 Rs. p. share	Rs. 325 prem.
Royal Spinning and Weaving Co.	1,500	......	Rs. 400 disct.
Victoria Spinning Co.	5,000	......	nominal.
Bombay United Spinning & Weaving Co.	4,500	......	Ditto.
Jafur Alee Spinning and Weaving Company, Limited	125	......	Ditto.
Bomanjee Wadia Spinning Co	5,000	... ...	
Colaba Land Co.	10,000	Rs. 100	Rs. 15,000.
Tarostie Mill Co.	4,000	......	Rs. 510 disct.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan	104
,, Loan 1835-36	
,, Loan 1842-43	99
,, Loan 1854-55	
New Five per Cent. Loan	109
Five and a Half Per Cent. Loan	117½

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-4¼
Bank of England Notes	,, 10-3
Spanish Dollars	,, 240
Carolus	,, 2??
Mexican Dollars	,, 225
German Crowns	,, 213
Five Franc Pieces	,, 205
Bar Silver	,, 105¼ to 105½
Gold Leaf	,, 15 7

FREIGHTS.

To Liverpool (Cotton)	£3 7s. 6d. to £4 0s. 0d.
(Seed)	£2 5s. 0d. to £2 7s. 6d.
To London (Cotton)	£3 5s. 0d. to £3 10s. 0d.
(Seed)	£3 0s. 0d.
To China	No enquiry.
To Clyde	
To Hull	
To Calcutta and back	Rs. 20 offered.

(PRICES CURRENT (24th April 1863.)

	Per candy.
COTTON at Colaba	
Broach and Surat New (ready.)	Rs. 490 to 495
New Dholleras, (ready.)	,, 470 to 471
New Bhownuggur, (ready.)	,, 471 to 472
New Oomravuttee	,, 415 to 420
Old Compta	,, 428 to 430
Old Dharwar Saw-ganed	,, 532 to 533
New Barsee, and Nuggur	,, 420 to 422
New Varaval	,, 441 to 442
New Khandeish	,, 415 to 418
New Porebunder	,, 442 to 443
New Accote	,, 427 to 428
New Mangalore	,, 442 to 443
OPIUM.—Malwa, Rs. 1,600 to 1,605.	
SEEDS.—Linseed, Khandeish ...at Rs.	6-10 to 6-11 per cwt.
Rapeseed, Guzerat	7-0 to 7-2
Gingelly mixed (Black and White)	32 to 33
,,	37 to 38
Niger	27 to 28

Banks.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and, not exceeding Rs. 50,000, repayable on demand, at 2 per cent per annum.

On Deposits for 3 months certain 3 per cent per annum.
Do. ,, 6 ,, ,, 5 ,, ,,
Do. ,, 12 ,, ,, 6 ,, ,,

EXCHANGE.

Bills on London, at 6 months sight 2s. 0d. per Rupee.
Ditto at 4 ditto 1s. 11¾d. do.
Ditto at 3 ditto 1s. 11½d. do.
Ditto at 2 ditto 1s. 11½d. do.
Ditto at 1 ditto 1s. 11¼d. do.
Ditto on demand ditto 1s. 11¼d. do.

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission

Hours of business ....10 A.M. to 4 P.M.
Saturdays..................10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Manager.

Bombay, 24th April 1863.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

ESTABLISHED IN INDIA, 1833.
Incorporated by Royal Charter.

HEAD OFFICE.................. LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMRITSUR, SHANGHAI, HONG-KONG, EDINBURG, and SYDNEY.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

The Bombay Manager grants drafts on London on demand and at from one to six month's sight; also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange :—
On London at 6 months' sight.............. 2s. 0d.
,, 4 months' sight.............. 1s. 11¾d.
,, 3 months' sight.............. 1s. 11½d.
,, 2 months' sight.............. 1s. 11½d.
,, 1 month's sight.............. 1s. 11¼d.
,, On demand.............. 1s. 11¼d.
Circular Notes .... 1s. 11d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-Kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of [illegible] than Rs. 1,000 or more than Rs. 50,000, 2 per cent.
[illegible] fixed Deposits at 3 months' notice, 3 per cent. pe[r annum.]
[illegible] Fixed Deposits at 6 months' notice, 4 per cent. per [annum.]
[illegible] Fixed Deposits at 12 months' notice, 5 per cent. per [annum.]
[illegible] deposits may generally be availed of for the Bank's [illegible] London without notice.
[illegible] of withdrawal can be given at the time of depositing, or at any time thereafter.
[illegible] is credited to Deposit accounts half-yearly.
[illegible] allowed on Current Account Balances over Rs. [illegible] by special agreement.

The [illegible] of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ½ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and Enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, (Limited), Bombay*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales, (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

H. B. MACCULLOCH, Manager.

Bombay, 8th April 1863.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

CAPITAL ONE MILLION STERLING, IN 10,000 SHARES OF £100 EACH.
Head Office—16, Cornhill, London.

BOARD OF DIRECTORS.
Chairman.
JAMES NUGENT DANIELL, Esq.
Deputy-Chairman.
RICHARD SPOONER, Esq., (late Commissioner of Customs, Bombay.)
WILLIAM FREDERICK BARING, Esq.
THOMAS COTTERELL, Esq.
J. HENRY REYNELL DE CASTRO, Esq.
PHILIP SHORE FLETCHER, Esq.
WILLIAM HARRISON, Esq.
DEANE J. HOARE, Esq.
HENRY YOUNG, Esq., (late Chief Secretary to the Government, Bombay.)

Bankers.
LONDON...............The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
LIVERPOOL ....The Alliance Bank of London & Liverpool, (Limited.) "The Albany."
SCOTLAND............The National Bank of Scotland.
IRELAND ....The National Bank.

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts at the following rates of Exchange :—
On London or Liverpool at 6 months' sight 2s. 0d. per Rup.
,, ,, ,, ,, 4 do. 1s. 11¾d. do.
,, ,, ,, ,, 3 do. 1s. 11½d. do.
,, ,, ,, ,, 2 do. 1s. 11½d. do.
,, ,, ,, ,, 1 do. 1s. 11¼d. do.
On Scotland / On Ireland } On demand ...1s. 11¼d. do.

Drafts on *Scotland* and *Ireland* are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and 1 per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 ℔ cent ℔ anm.
do. 9 do. do. 5½ do. do.
do. 6 do. do. 5 do. do.
do. 4 do. do. 4½ do. do.
do. 3 do. do. 4 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100 and not exceeding Rs. 50,000 are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent. below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed "*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER, Manager.

Rampart Row, 7th April 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 months' sight ...... 2s. per Rupee.
,, 4 do. ...... 1s. 11¾d. ,,
,, 3 do. ...... 1s. 11½d. ,,
,, 2 do. ...... 1s. 11½d. ,,
,, 1 do. ...... 1s. 11¼d. ,,
,, On demand ...... 1s. 11¼d. ,,
On Scotland ,, ... 1s. 11¼d. ,,
On Ireland do. ...... 1s. 11¼d. ,,
Circular Notes for the use of Travellers on the Continent and to Europe, Overland at 1 day's sight... } 1s. 11d. ,,

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts.................... 2 per cent.
Deposits for 3 months .... 3 ,,
Do. do. 6 do. .... 4 ,,
Do. do. 12 do. .... 6 ,,

No interest allowed on Current Account Balances under Rs. 1,000 or on or over Rs. 50,000, unless by special agreement. No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms :—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ½ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission, will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Acting Agent.

Bombay, 1st April 1863.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.
Office—No. 20, Threadneedle St., London.
Paid-up Capital—£644,000.
London Bankers, { The Bank of England. / The City Bank.
Branches and Agencies at
Bombay, Calcutta, Singapore, Hongkong, Shanghai, and Rangoon.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates viz. :—

6 month's sight (not under £50) at 2s. 0d. per Rupee.
4 Do. at 1s. 11¾d. ,,
3 Do. at 1s. 11½d. ,,
2 Do. at 1s. 11½d. ,,
1 Do. at 1s. 11¼d. ,,
On demand at 1s. 11¼d. ,,

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and, and on Fixed Deposits, as follows :—
Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 ,,
Do. 12 do. 6 ,,

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale ½ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, 2¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Directors have recently opened an Agency of the Bank of Rangoon for the transaction of general Banking and Exchange Business.

ANTHONY MORRISON,
Agent.

April 2nd 1863.

Shipping.

BOMBAY.

ARRIVALS.

DATE.	SHIPS.	COMMANDERS.	FROM
Apr. 23	Tilly (s)	Clayton	Cochin 19 April.
24	Pharamond	Searle	Port Natal 12 Feb.
	Conway	Spence	Morton Bay 10 Feb.
	Ellen Masters	Pearce	Bankok 7 Feb.
	Futtle Gool Azies	Moate	Calcutta 14 March.
	Jeddo (s)	Browne	Suez 13 and 18 April.
	Clifton Belle	Busten	Liverpool 21 Nov.

INTELLIGENCE.

Per Ship *Conway*, from Morton Bay.—On the 8th April, spoke the ship *Clifton Bell*, from Liverpool, in Lat. 9-37 N., Long. 75-44 E. On the 22nd April, spoke the ship *Magnolia*, in Lat. 16 N., Long. 73 E.

DEPARTURES.

DATE.	SHIPS.	COMMANDERS.	TO
Apr. 24	Hamido	Nacoda	Colesagurpatam.
	Nasrool Ahmed	Nacoda	Malabar Coast.
	Marquard Family	Jones	Calcutta.
	Manchester (s)	McDonald	Porebunder and Verawal.
	Phlox (s)	Puddicombe	Surat.

PASSENGERS ARRIVED.

Per Steamer *Tilly*, from Cochin.—Rev. Mr. Cann; Mr. McEvoy; Mrs. Loughlan; Mr. Steel; Lieut. Gordon; Mr. Breslow; Mr. Graham; Major Hope; Colonel Cadell; Captain Tripe; Mr. Chatfield, C.S.; Mr. Keys; Brigadier General C Lucas; Captain Harris; Lieut. Greig; Mr. Styleman; Mr F. R. Peris; Rev. E. D. Ferriera; Mr. and Mrs. DeMello; Mrs. Santos; Rev. P. C. D. Consercain; Lieut. Maddel; Commanding Officer; Troops ninty rank and file, M. N. I.; Mr. Bunting; Mr. Martin; and one hundred and twenty natives;

PASSENGERS SAILED.

Per Steamer *Manchester* to Porebunder, &c.—Nine natives, first class, and one hundred and seventy-seven natives deck.

Per Steamer *Phlox*, to Surat.—One hundred and ninety-one natives.

PORT CLEARANCE.

The Ship *Algiers*, J. Buchanan, bound to Liverpool, obtained her port clearance yesterday.

COMMENCED LOADING:

The following vessels began to load yesterday :—
Ship *Castelion*, for Liverpool.
Steamer *Tilly*, for Kurrachee.

DAILY EXPORTS.

BOMBAY, FRIDAY, 24TH APRIL 1863.

For London.

Pride of the Ocean.—105 bales Cotton, 368 cwt., P. and D. Framjee Cama and Co.; 8 bales Cow Hides, 56 corges; 3 bales Goat Skins, 45 corges, Mohmudally; 5 cases Sundries, M. Rogers and Co.

Prince Consort.—24 cases Fishmaws, 24 cwt., Chan Momud Peroo; 1,200 bags Rapeseed, 1,800 cwt., Cursondass Mahdhowdass; 50 bales Salted Hides, 315 corges, Edward Bates and Co.

Excelsior.—36 bags Linseed, 60 cwt. 3 qrs. 21 lbs., Wm. Nicol and Co.

For Liverpool.

Tudor.—100 bales Cotton, 350 cwt, Camajee Pochajee and Co.; 205 bales Cotton, 717½ cwt, Ramcrustna Sazba and Co.; 25 bales Cotton, 88 cwt., Camajee Pochajee and Co.

Tiger.—250 bales Cotton, 875 cwt., Bomanjee and Cursetjee Erany.

Castilian.—10 chest's Vermillion, 28¾ cwt., Merwanjee Dhunjeebhoy.

Earl of Dalhousie.—250 bales Cotton, 875 cwt., Cursetjee Furdoonjee and Co.

Broughton Hall.—375 bales Cotton, 1,312½ cwt., Govindjee Khimjee; 480 bales Cotton, 1,680 cwt., Permanund Pursotum; 400 bales Cotton, 1,400 cwt., P. H. Jewond and Co.; 495 bales Cotton, 1,732½ cwt., Maneckllall Gourdhundass.

Coronet.—100 bales Cotton, 350 cwt., Combier Sons and Co.; 120 bales Wool, 360 cwt., Goculdass Lilladhur; 200 bales Cotton, 700 cwt., Finlay Clark and Co.

King of Italy.—45 bags Surseeseed, 67 cwt.; 112 bags Jingellyseed 168 cwt., Goculdass Tezpall; 60 bales Cotton, 210 cwt., Raysee Laljee; 26 bales Cotton, 91 cwt., Hajee Zoola Mooktasaw; 500 bales Cotton, 1,750 cwt., Merwanjee Framjee.

Black Eagle.—544 bundles Black Pepper, 272 cwt., Samjee Hemraz and Co.

Etna.—100 bales Cotton, 350 cwt., Runchordass Canjee.

Berbice.—80 bales Cotton, 280 cwt., Muthooradass Vusunjee; 105 bales Cotton, 367½ cwt., Maneck Bhimjee; 61 bales Cotton, 213½ cwt., Ramdass Cullianjee; 240 bags Surseeseed, 420 cwt., Dewjee Muckany.

Feronia.—85 bales Wool, 255 cwt.; 15 bales Cotton, 52½ cwt., Runchordass Canjee.

Almora.—330 bales Cotton, 1,155 cwt., Framjee Sands and Co.

Princess Alexandra.—570 bags Surseeseed, 855 cwt., Fernandise; 300 bags Linseed, 450 cwt., Asspall Mooljee.

Glenalva.—150 bales Cotton, 525 cwt., Stearns Hobart and Co.

Duke of Wellington.—415 bales Cotton, 1,452½ cwt., David Sassoon and Co.

Havelock.—400 bales Cotton, 1,400 cwt., Premchund Roychund.

South Carolina.—500 bales Cotton, 1,750 cwt., Merwanjee Framjee.

Belochee.—300 bales Cotton, 1,050 cwt., Hormusjee Jamsetjee Sons and Co.

May Queen.—168 bags Gall, 210 cwt., Soonderjee Damjee.

Sirocco.—100 bales Wool, 300 cwt., Goculdass Tezpall; 150 bales Cotton, 525 cwt., Muncherjee Jamsetjee and Sons.

Ocean Empress.—200 bales Cotton, 700 cwt., Merwanjee Framjee; 1 case samples of Deer Horns and Skins, Lawrence and Co.

Lillies.—100 bales Cotton, 350 cwt., Asspall Mooljee.

Henry Fernie.—100 bags Surseeseed, 150 cwt., Asspall Mooljee.

Peter Maxwell.—301 bags Surseeseed, 451½ cwt., Kessowjee Arjun.

Gertrude.—300 bales Cotton, 1,050 cwt., Hirjee Bhimsy and Co.

Frenchmen.—55 bales Cotton, 192½ cwt., Cullianjee Meaga; 125 bales Cotton, 437½ cwt., Runchordass Canjee.

Duncairn.—500 bales Cotton, 1,750 cwt., R. J. Jejeebhoy and Co.; 300 bales Cotton, 1,050 cwt., Macnee and Co.

Anna Dorothea.—35 bales Cotton, 115 cwt., Rowchund Amooluck; 60 bales Cotton, 210 cwt., Bhicoo Sazba and Co.; 500 bales Cotton, 1,750 cwt. Nesserwanjee Merwanjee.

James Russell.—55 bales Cotton, 192½ cwt., Runchordass Hurridass; 1 bale Cotton, 3¼ cwt., Goculdass Hirjee.

Crescent.—8,500 Loose Buffaloe Horns, 100 cwt., F. Chambers; 400 bales Cotton, 1,400 cwt., Jewan Joeta; 310 bales Cotton, 1,085 cwt., Hurgovind Roopjee; 200 bales Cotton, 700 cwt., Maneckchund Daveedass; 490 bales Cotton, 1,715 cwt., Edul jee Furdoonjee; 300 bales Cotton, 1,050 cwt., Sobhagchund Sowchund; 300 bales Cotton, 1,050 cwt. Chugun Bhanjee.

For Suez.

Steamer *Salsette.*—1 package Blackwood Furnitures, 1 piece, Wm. Turner; 1 box Books, M. S. Moses.

For Hongkong.

Steamer *Emeu.*—40½ chests M. Opium, 140 lbs. each, Sittaram Nundlall; 48 chests M. Opium, 137 lb. each, Byramjee Dorabjee Mehta and Co.; 2½ chests M. Opium, 140 lbs. each, Futtaybhoy Ameerjee; 107 chests M. Opium, 140 lbs. each, David Sassoon and Co.; 5 chests M. Opium, 137 lbs. each, Dadabhoy Sorabjee; 55 chests M. Opium, 139 lbs. each, Ruttonjee Eduljee; 10 chest M. Opium, 140 lbs. each, Stenhouse and Co.; 20 chests M. Opium 140 lbs. each, Dwarkadass Vusunjee and Co.; 50 chests M. Opium, 140 lbs. each, Peerbhoy Khaluckdena and Co.; 5 chests M. Opium, 140 lbs. each, Dhurumsy Poonjabhoy; 26½ chests M. Opium, 140 lbs. each, Cursetjee Bomonjee and Co.; 5 chests M. Opium, 137 lbs. each, Cursondass Hurgovundass and Co.

For Shanghai.

Steamer *Emeu.*—65½ chests M. Opium, 137 lbs. each, Culliandass Nesserwanjee and Co.; 28 chests M. Opium, 140 lbs. each, Dhurumsy Poonjabhoy; 6 chests M. Opium, 140 lbs. each, Roognath Jugunath.

For Southampton.

Steamer *Salsette.*—2 chests C. Shawls, 23 pieces, Hurkeesondass Cadernath; 4 chests C. Shawls 53 pieces, Shaik Jumaloodin; 1 case C. Shawls, 10 pieces, Panalall Gunessdass; 3 chests C. Shawls, 52 pieces Azeezcola Mooktasaw; 2 chests C. Shawls, 16 pieces, Safedin Golam Hosen; 3 chests C. Shawls, 25 pieces, Nujamoodin Sajoodin; 2 chests C. Shawls, 20 pieces, Ramcursondass Beladeram; 6 chests C. Shawls, 116 pieces, Heranund Lallchund; 3 boxes C. Shawls, 27 pieces, Frangopolo Agelaeto and Co.; 1 bundle Shawls, 5 pieces, Poorunmull Chooneram.

Military.

BOMBAY.

ARRIVALS.—APRIL 24.

Gordon, Lieut., 26th Regt. M. N. I., to join, from Madras.
Hope, Major A. H., Madras Staff Corps, on duty, from Madras
Madden, Lieut., 7th Regt. N. I., on duty, from Sudasewgur.
Thomson, Lieut. and Adjutant J., 72nd Highlanders, on leave, from Khandalla.
Lucas, Brigadier General C., Inspector of Royal Artillery, on duty, from Belgaum.
Harris, Captain T. M., R. A., on duty, from Belgaum.
Boyd, Major D., 20th Regt. N. I., on leave, from Ahmedabad.
Rustomjee Byramjee, Assistant Surgeon, 20th Regt. N. I., on leave, from Ahmedabad.

DEPARTURES.—APRIL 24.

Lucas, Bridadier General C., Inspector of Royal Artillery, on duty, to Kirkee.
Harris, Captain T. M., Royal Artillery, on duty, to Kirkee.

GARRISON ORDERS.—APRIL 24TH 1863.

BY BRIGADIER T. TAPP, C.B.

The 103rd Regt. the Officer for the Castle Guard to-morrow, also the Adjutant for the day.

GENERAL ORDERS BY GOVERNMENT.

Bombay Castle, 24th April 1863.

No. 223.—Captain W. D. Robinson, of the Invalid Establishment, is allowed a furlough to Europe for three years, on medical certificate.

No. 224.—Lieut. H. D. E. Ward, of the Bengal Staff Corps, and Superintendent of Dhar, is allowed a furlough to Europe for twenty months, on medical certificate.

No. 225.—Lieut. G. P. Blowers, of the Bombay Staff Corps, is allowed a furlough to Europe for twenty months, on medical certificate.

No. 226.—Major T. F. Lester, of the Bombay Staff Corps, Educational Inspector S. D., is allowed a furlough to Europe for six months under clause of New Furlough Regulations.

No. 227.—Captain D. W. Smith, of H. M.'s 103rd Royal Bombay Fusiliers, is allowed a furlough to Europe for two years on private affairs, under the New Furlough Regulations.

No. 228.—Captain W. P. Chitty, of the Bombay Staff Corps, first examiner Pay Department and Secretary to the Military Fund, is allowed a furlough to Europe for twenty months, on medical certificate.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Poona, 23rd April 1863.

The following extracts of a letter from the Inspector General of Musketry, Hythe, is published for information and guidance.

The practice of employing selected Serjeants to drill the Companies under Musketry Instruction, is irregular, and should be discontinued; every Company should be instructed by its own Non-Commissioned Officers inasmuch as it is the Serjeants who wear the Badge to distinguish the best shooting Company.

The above instructions are to be strictly carried out excepting when from unavoidable causes, the Non-Commissioned Officers of a Company are too few in number to undertake the entire drill of Company, in the latter case a report of assistance being required in a Company and of the number of Non-Commissioned Officers employed in giving it is to be made to the District Inspector of Musketry by Regimental instruction.

Serjeant Orr, Unattached List, employed in the Governor's Band, is remanded to the 21st Brigade Royal Artillery, in the rank of Gunner.

His Excellency the Commander-in-Chief in India has authorised the following transfer :—

Private James Horner, from the 51st Regiment of Foot to the C. Battery 18th Brigade Royal Artillery.

Naval.

SQUADRON ORDERS.

BY COMMODORE J. FRUSHARD, I.N.

Superintendent's Office, Bombay, 24th April 1863.

Mr. C. M. Paradise, Midshipman, of the *Constance*, is permitted to retire from the service on the pension of his rank from this date, in anticipation of Government sanction.

Births, Marriages, & Deaths.

No notice of a Domestic Occurrence can be inserted unless authenticated by the name and address of the sender.

BIRTH.

At Girgaum, on the 23rd April, the wife of Mr. Joseph Flanagan, Clerk, Store's Office of the B. B. and C. I. Railway Company, of a daughter.

Post Office Notices.

OVERLAND MAIL.

THE Overland Mail per P. and O. Company's Steamer SALSETTE, will be closed on WEDNESDAY, the 29th April 1863, at 7 o'clock A.M. An After-Packet will be kept open, on payment of the usual Fee of 8 annas (which must be prepaid by Stamps), until 8 o'clock A.M. Registered Letters will be received until 6 P.M. of the previous day.

POSTAGE :

	Viâ Marseilles.	*Viâ Southampton.*
Weight under ¼ ounce	Rs. 0 6 0	......
,, ½ ,,	,, 0 8 0	Rs. 0 4 0
,, ¾ ,,	,, 0 14 0	......
,, 1 ,,	,, 1 0 0	0 8 0
,, 2 ,,	,, 2 0 0	,, 1 0 0

ELECTRIC TELEGRAPH DEPARTMENT.

List of undelivered Messages on the 24th April.

Station from Calcutta to Gobindjee Ahmedaban Ruttonchund Soorchund, and Vomulchund Purtablall.

LATEST DATES RECEIVED IN BOMBAY

ADEN	Apr 2	KURRACHEE	Apr 15
AGRA	Apr 18	LAHORE	Apr 15
ALLAHABAD	Apr 4	LONDON	Apr 3
AUSTRALIA	Mar 25	MAURITIUS	Jan 6
ALEXANDRIA	Mar 22	MADRAS	Apr 18
BANGALORE	Apr 17	MALTA	Mar 23
COCHIN	Apr 11	MEERUT	Apr 17
CALCUTTA	Apr 16	OUDH	Apr 15
CAPE	Jan 21	PUNJAUB	Apr 10
CEYLON	Apr 17	PENANG	Apr 11
DELHI	Apr 17	RANGOON	Mar 11
FRANCE	Mar 21	SUEZ	Mar 28
HONGKONG	Apr 1	SINGAPORE	Apr 9

THE

Bombay Gazette.

SATURDAY, APRIL 25, 1863.

IN our issue of Wednesday last we placed before our readers an analysis of the Official Correspondence between the English Government and that of the United States recently laid before Parliament. The correspondence was anything but harmonious, the English Foreign Secretary felt it to be his duty to remonstrate strongly against the conduct of the Federal Government in respect to the promises it made, regarding supplies of cotton from the South to meet the urgent wants of Europe, and the terms of indignant severity in which Earl Russell characterised the conduct of the Federal Government in reference to the emancipation proclamation, will not be readily forgotten.

The difficulties, however, of the British Government throughout the whole period of this lamentable war, in scrupulously adhering to the neutral policy it determined on from the first, cannot be adequately appreciated without some account of its doings with the agent of the "so-called Confederate States," Mr. Mason. The Trent affair gave this gentleman a world-wide notoriety for a day, but he was not unknown to Englishmen before this, as a conspicuous member of the American Senate, who often indulged in oratory of the *stump* order generally expressing unfriendly feeling, to say the least, towards England, and this is the man the Confederates selected to represent their interest in England and to secure if possible recognition from the British Government. Mr. Mason arrived in England in February 1862, and promptly proceeded to execute the delicate and difficult trust confided to him. He appears to have been granted an interview by the Foreign Secretary soon after his arrival in England of which nothing is reported in the papers laid before Parliament, but we may judge that it had reference to the blockade of the Southern ports at all events, as soon afterwards, he forwarded a communication to Earl Russell, in which was enclosed a printed list of vessels entered and cleared "at ports in the Island of Cuba, from and to certain of the blockaded ports of the Confederate States of America, up to the month of December 1861, inclusive." The first communication that appears in the Correspondence with the Confederate Agent, is a letter of Mr. Mason's dated 1st April referring to the above mentioned list and handing another list of some twenty-eight vessels that had cleared from the Confederate ports and ran the blockade during the months of January and February. To this letter the Secretary of State sends no reply beyond an acknowledgment of its receipt with his compliments. Nothing appears to have passed in the way of direct communication with the Foreign Office during the months of May and June, but on the 7th July Mr. Mason addresses an elaborate letter to Earl Russell complaining, that after France and Great Britain had recognised the Confederate States as a belligerent power, and were informally requested by both powers to accede to the exposition of the law of blockade as defined in the Treaty of Paris, to the effect "that blockades in order to be binding, must be effective, that is to say, maintained by a force sufficient really to prevent access to the coast of the enemy;" Her Majesty's Government had in a despatch to Lord Lyons contained in the published correspondence, added the words, "*or to create an evident danger of entering or leaving it*"—the force and effect of which superadded words, "it must be plain to your Lordship has materially and most prejudicially affected, and must continue so to affect during the existing war, the interest of the Confederate States." Mr. Mason then in the same despatch goes on to request for the information of his Government, that Earl Russell would solve the doubt entertained by the President of the Confederate States as to the real construction to be put on the Paris treaty on the subject of blockade; he further draws attention to the fact that vessels of war of the United States are stationed off the mouth of the Rio Grande "with orders not to permit shipments of cotton to be made from the Mexican port of Matamoros" which he condemns as a violation of neutral rights; and concludes with an emphatic declaration to disclaim on the part of the Confederate States any policy having for its object the discouragement or prevention of the export of cotton. To this elaborate letter, the only reply was a simple acknowledgment of its receipt three days afterwards. Meantime Mr. Mason, in a letter dated 17th July addressed to Earl Russell, falls foul of the Foreign Secretary and Lord Palmerston for having in their respective places in Parliament,—in reply to questions asked whether the English Government would "tender offers of mediation to the contending powers in North America," said in substance they had no such intention at present, because although the Government would be ever ready to offer such mediation when there was the least chance of its being of avail, the present inflamed and irritated temper of the respective belligerents might cause any immediate attempt of this sort to be misinterpreted, and to have a contrary effect to that intended. Mr. Mason takes exception to this so far as the Confederate States are concerned and says "that whilst it is the unalterable purpose of his Government and "the Southern people to maintain the independence they have achieved, *whilst under no circumstances or contingencies will they ever again come under a common Government with those now constituting the United States*; and although they do not in any form invite such interposition, yet they can see nothing in their position which could make either offensive or irritating a tender of such offices on the part of Her Majesty's Government, as might lead to a termination of the war, *a war hopelessly carried on against them, and which is attended by a wanton waste of human life, at which humanity shudders.*"

To this distinct and unmistakeable assertion of the firm resolve of the Confederates to be independent, while they were perfectly willing and even desirous of some offer of mediation that would lead to the cessation of war, Earl Russell replies in a few days afterwards by simply explaining what was the meaning of his declarations in Parliament upon the subject. "I have to state to you" says Earl Russell in his answer, "that in the opinion of Her Majesty's Government, any proposal to the United States to recognize the Southern Confederacy would irritate the United States, and any proposal to the Confederate States to return to the Union would irritate the Confederates."

Towards the end of July, when full intelligence had been received in England of the extraordinary turn in the "wheel of fortune" in favor of the Confederates in the conduct of the war, Mr. Mason in a despatch, dated 24th July, briefly and pithily re-states to Earl Russell, the case and position of the Confederate States, and calling for their recognition as a now separate and independent power "having as a nation established before the world its capacity and its ability to maintain the Government it has ordained, and that a duty devolves on other nations to recognise that fact."

"I submit" "continues Mr. Mason, "that the Government of the Confederate States having sustained itself unimpaired through trials greater than most nations have been called to endure, and far greater than any it has yet to meet, has furnished to the world sufficient proof of stability, strength, and resources, to entitle it to a place amongst the independent nations of the earth." This energetic appeal to the Foreign Secretary for a recognition of the independence of the Confederate States was accompanied by a note of same date asking for an interview to submit views connected with the subject of his letter which he thinks "may be better imparted in a brief conversation."

To this request Earl Russell replies by a polite note dated 31st July written in the third person in which after presenting his compliments, "he begs to assure Mr. Mason that it is from no want of respect to him that Lord Russell has delayed sending an answer to his letter of the 24th instant"—it was postponed that he might submit the draft of his answer to the Cabinet on Saturday—"it will be forwarded on Monday to Mr. Mason"; "Lord Russell declines the personal interview as he thinks no advantage would arise from it." Before Mr. Mason had received the promised answer to his letter of the 24th July, he addresses the Foreign Secretary again under date 1st August as supplemental to his former despatch stating briefly the results of the war on both sides, showing what he considers the hopelessness of the contest on the part of the Northern States—he says "it is in human experience that there must be those in the United States who cannot shut their eyes to the facts" he has been stating, though the despotism of their Government prevents any expression of their feeling, but he says "one word from the Government of Her Majesty would encourage these people to speak, and the civilized world would respond to the truths they would utter, 'that for whatever purpose the war was begun, it was continued now only in a vindictive and unreasoning spirit, shocking alike to humanity and civilization.'

Next day Mr. Mason received the Foreign Secretary's answer to his former letter seeking a recognition of the independence of the Southern Confederacy. It is dated the 2nd August, is very brief in its terms, but every point carefully weighed, and doubtless, all had been maturely considered beforehand, at the Cabinet meeting. The despatch reviews the statements of the Confederates regarding their power and resources, contrasts with these statements, the opposite views on the same subject held by the Federal Government, declines altogether the responsibility of assuming to be judges in the controversy as to who was in the right or in the wrong in the matter of separation and the war which followed, glances rapidly at the events of the war on both sides, and the contradictory allegations regarding their proceedings from both,—in the face of all this, the dispatch abruptly says, "Her Majesty Government are still determined to wait" and then winds up in these terms :—

"In order to be entitled to a place among the independent nations of the earth, a State ought to have not only strength and resources for a time, but afford promise of stability and permanence. Should the Confederate States of America win that place among nations, it might be right for other nations justly to acknowledge an independence achieved by victory, and maintained by a successful resistance to all attempts to overthrow it. That time, however, has not, in the judgment of Her Majesty's Government, yet arrived. Her Majesty's Government, therefore, can only hope that a peaceful termination of the present bloody and destructive contest may not be distant."

This was the death-blow for the time to whatever hopes Mr. Mason may have hitherto entertained of the possibility of any immediate recognition at the hands of the British Government. From August last till January, the papers are silent as to any doings in the eventful interval that had passed, but in the beginning of this year, a long and uncomfortable letter is addressed by Mr. Mason to Earl Russell renewing the subject on which he had first broken ground, the Treaty of Paris and the blockade question. The letter shows great soreness on every point on which it touches, and after some indirect hints that in only receiving mere acknowledgments to some of his letters he had been slighted, he concludes with reference to the blockade question, "the President, (Jefferson Davis,) abstains for the present from taking any farther action than by his protest thus presented; and to accompany it by the expression of his regret, that such painful impressions should be produced on his mind, by so unexpected a result from the first agreement or understanding between the Government of the Confederate States and that of Her Majesty." Earl Russell does not answer this letter till more than a month after its receipt, but on the 10th February he addresses himself to its contents, and begins his letter by an assurance "that Her Majesty's Government would much regret if you should feel that any want of respect was intended by the circumstance of a mere acknowledgment of your letter having hitherto been addressed to you," he then proceeds to give explanations on the Treaty of Paris, and the manner in which blockades are affected by its provisions, but beyond explanations in this way it is not important. Mr. Mason receives with satisfaction on the part of his Government the assurance from Earl Russell that no slight was intended when acknowledgments rather than answers were sent to his letters in July, he goes over again the interminable business about the inefficiency of the blockade maintained by the Northern States, and re-states in strong terms his dissatisfaction with the manner in which the subject was still permitted to remain.

The Correspondence closes with a letter of Earl Russell's in reply to the foregoing dated 27th February, when he says on this interminable subject :—

"I have already, in my previous letters, fully explained to you the views of Her Majesty's Government on this matter; and I have nothing further to add in reply to your last letter, except to observe that I have not intended to state that any number of vessels of a certain build or tonnage might be left at liberty freely to enter a blockaded port without vitiating the blockade, but that the occasional escape of small vessels on dark nights, or under other particular circumstances, from the vigilance of a competent blockading fleet did not evince that laxity in the belligerent which enured, according to international law, to the raising of a blockade."

So ends the official correspondence with the agent of the Confederates. The analysis we have given of what has passed between the British Government and both the contending parties in America, shows this if nothing else,—that the position of neutrality taken up by the British Government, at the outbreak of the contest, has been maintained to the present moment, in the face of the strongest temptations to a contrary course, with the most resolute impartiality, while Earl Russell in his capacity of Foreign Secretary has conducted the business of his office with unsurpassed ability, in positions as arduous and difficult as any in which the British Government has ever been placed.

THE following notification was issued late in the evening yesterday :—

NOTIFICATION.—GENERAL DEPARTMENT.

His Excellency the Governor in Council is pleased to direct that a Royal Salute be fired at all the Military Stations of this Presidency at sun-rise on Friday the 1st proximo, the day appointed to be kept as a Public Holiday on account of the Marriage of his Royal Highness the Prince of Wales.

By order,
A. D. ROBERTSON,
Secretary to Government.

Bombay Castle, 24th April 1863.

WE publish to-day a full detailed account of the proceedings at the opening of the Bhore Ghaut Incline on Tuesday last, which will be reprinted in our Overland Summary for the Mail of the 29th instant.

THE Calcutta papers seem to think there is not much probability of Sir Charles Trevelyan making his Financial Statement before Wednesday, the 29th instant.

THE Mails for Kurrachee and Sind per steamer *Tilly*, will be closed to-day, at four o'clock in the afternoon.

ARRIVAL OF THE MAILS of March 27 and April 3.

THE P. and O. Co.'s Steamer *Jeddo*, E. P. G. Browne, arrived in harbour 9-30 last night, with the English Mail of the above dates. She left Suez on the 13th April, at 6-10 A.M., and Aden on the 18th at 12-40 P.M. The following is the

LIST OF PASSENGERS.

From Southampton.—Lieut. Col. Wilby, Mr. Oliver, Mr. Lee, Col. Kendall, Mrs. Pirie, and child, Lieut. Clifford, Mr. A. Napier, Mr. J. Grant, wife and infant, J. Ford, wife and infant, F. Pearcy, and wife, Mr. Peter Ball, Messrs. C. Calver, J. Rowland, D. Radford, H. Stringer, J. F. Nash, and S. Bretherick, Capt. Playfair's ayah, Mrs. Kee, Major Sandwith's servant, Mr. J. L. Swan, Mr. Penny's servant, Mr. T. Ditchburn, Mary Knight, and Mrs. Brown, P. and O. Co.'s servants, Messrs. H. Williams, H. D. Monk, and W. Bigg.

From Marseilles.—Rev. S. and Mrs. Stead, Mr. E. P. Vaughan, Mr. Vix, Balcristnajee's native servant, and Mrs. Gray's servant.

From Malta.—Lady Arnould's native servant.

From Suez.—Mr. F. Bartlett, Signor Consomo, Dr. Orio. and European servant, Mr. Alfred Usher, Mrs. Barker's, and Mrs. Farrell's, and Capt. Bruce's servants, 3 coals trimmers, P. and O. Co.'s service.

From Aden.—Lieut. J. C. Fletcher, and two servants, Dr. Mackenzie, and one servant; Abdulalli Bhymen, Mr. J. J. Woolley, and native servant.

HEADS OF INTELLIGENCE.

The Royal Commission of Inquiry into the Amalgamation scheme will commence their sittings on the 16th of April.

The National Assembly at Athens have proclaimed Prince William of Denmark King of Greece, under the title of George I.

The revolution in Poland is gradually subsiding. The revolutionary committee have ordered the cessation of recruiting, and in some places the insurgents have been disbanded.

The levees of the Mississippi have been cut by the Federals, and a vast extent of country placed under water. The Federals have made an unsuccessful attack on Galveston. A portion of the Federal army before Vicksburg has been obliged to withdraw, and the siege will probably be abandoned. The Confederates are about to invade Kentucky. The Federal army in Tennessee is threatened. The New Jersey Legislature have adopted peace resolutions. General Sumner is dead. Gold was at a premium of 54 in New York and 400 in Richmond.

England, France, and Austria have agreed upon addressing simultaneously to Russia a note recommending the establishment of a constitutional government in Poland.

A proclamation issued by the King of Denmark abolishes the common constitution of Denmark and Holstein, and grants Holstein an independent army, and the right of voting its own supplies.

The following names appear in the Obituary of the week :—

In her Majesty's Indian Service.—S. G. Smith, Esq., late Bengal Civil Service—Captain C. H. Baddeley, Retired List, Madras Army.

Miscellaneous.—The Duke of Grafton—Viscount Templetown—General Sir G. L. Goldie, K.C.B.—Vice-Admiral Courtenay—Sir C. Aldis—Lord Waterpark—Sir John Louis.

Her Majesty has received addresses at Windsor from the Lord Mayor of Dublin and the Lord Provost of Edinburgh.

The revenue of the year terminating March 31 shows an increase of nearly one million.

Parliament was adjourned on March 27. The Commons are to meet on the 13th April and the Lords on the 14th.

The British steamer Peterhoff has been captured by Admiral Wilkes, of the Federal navy, and carried off as a prize.

Fresh conflicts between the Mussulmans and the Christians have taken place at Damascus.

The Prince of Servia has proposed to re-establish friendly relations with the Porte.

The French in Mexico are preparing to attack Puebla.

Lord Palmerston has been installed Lord Rector of Glasgow, and has delivered public addresses in that city, in Edinburgh, Greenock, and Leith.

The consideration of the proposal to promote emigration as a means of alleviating the distress in Lancashire has been postponed for the present.

Some naval experiments in gunnery have recently been made at Shoeburyness.

A meeting of the working classes has been held in London, to express sympathy with the Northern States of America.

Numerous meetings of sympathy with Poland have taken place in England.

The disturbances in the North are satisfactorily terminated.

A ministerial crisis have arisen in Austria.

The Bishop of Oxford has prohibited Bishop Colenso from preaching in his diocese.

Colonel Waugh has been arrested, and is now in prison.

Vacancies have occurred in the representation of Antrim and Thetford.

M. Magne has resigned office in the French Ministry, and the Emperor has made him a Privy Councillor.

Prince Alfred has returned to England.

Lieut.-Colonel Phayre, Chief Commissioner of British Burmah, is appointed a Member of the Order of the Bath.

Mr. Commissioner Fonblanque has retired from the Bankruptcy Court.

Captain Stone, of the Indian service, has obtained a divorce from his wife with damages of £2,000 against the co-respondent.

The University Boat Race was won by Oxford.

Admiral Smart has been appointed commander-in-chief in the Mediterranean.

Deaths continue to be reported daily from the crush in the city on the night of the 10th March.

FRIDAY MORNING, APRIL 3.

Bank and Mercantile Bills on Calcutta, 60 days' sight, 1s. 11⅞d.; 30 days' 2s. Madras, 60 days' sight, 2s. 0d.; 30 days', 2s. 0¼d. Bombay, 2s. 0¼d. to 2s. 0⅜d. Five per Cent. Rupee Paper, 106⅜; Ditto Five-and-a-Half, 114½.

Indian Five per Cent., 108⅞.

Consols for Money, 92½; for the account, 92⅝.

Bank of England rate of discount 4 per cent.

Money Market steady.

Stock Markets inactive, but prices maintained.

Produce Markets continue very dull. Tea and Silk flat. Indigo remains inactive. Sugar steady but quiet. Rice quiet. Saltpetre very flat. Jute firm. Cutch 25s. per cwt. Shellac has declined 5s. per cwt.

Coffee.—Plantation Ceylon, middling, 84s. 6d. to 89s.; good middling, 90s. to 91s. 6d.; fine middling 92s. to 94s. per cwt. Market steady.

Linseed quiet at 61s. to 65s. c. f. and i. for Calcutta; Bombay seed 69s.; Rapeseed has sold "to arrive" at 65s. for Calcutta c. f. and i.; Bombay Guzerat, 76s. to 78s. per quarter; market dull.

Cocoanut Oil quiet at £51 for Ceylon, and at £53 10s. for Cochin.

Liverpool Cotton.—Fair New Orleans, 25½d. per lb.; fair Broach, 17d. to 17½d.; fair Dhollera, 16½d. to 17d. per lb. Market steady.

Manchester Market.—Grey shirtings, 40-inch, 7lbs., 15s. per piece; 8¼lbs., 17s. 6d. Madapollams, 32-inch, 3lbs., 6s. 6d. Mule twist No. 40, good seconds, 27d. per lb. Market firm.

MEMORIES OF CAWNPORE.

THE affecting ceremony which took place on the 10th February on that spot which is branded into the red pages of history as the "slaughter-house well of Cawnpore," has made a profound impression upon English readers, and revived in many hearts the terrible emotions which the first news of the inhuman butchery of one hundred and twenty English women and children awakened amongst their countrymen at home. Only five years have elapsed since that dreadful carnage took place; the grief is still fresh in the households that were made desolate by the barbarian hands of the murderer; the horror at the contemplation of that fearful crime has not been diminished by time, or alleviated by retribution; and that scene at which Lord Elgin officiated, surrounded by the leading representatives of all classes of English interests in India, has brought back to England in all its original terrors the memory of one of the most tragic episodes in her annals.

The question naturally suggested by this touching spectacle is, what has become of the fiend, Nana Sahib? How has it happened that, wielding a power in India which has enabled us to crush the mutiny effectually, and to establish our sovereignty from Peshawur to Point de Galle, we have been unable to track the miscreant to his lair? Is it true that Nana Sahib is still alive in Nepaul? And if it be true, is it not possible to open communications with the local Government that would lead to his apprehension? A march of ten days would take an English force to Nepaul. It may not be expedient to adopt a measure of that nature; but surely something ought to be done, so that the butcher of the mutiny shall not escape with impunity, and be permitted to live in safety at so short a distance from our frontier.—*Home News, April 3.*

THE AMALGAMATION.

OUR readers in India who are sufferers by the Amalgamation will be glad to learn that their case has been prepared by some of their brother officers, with a view to its being laid before the Royal Commissioners appointed to inquire into it, who will open the inquiry on the 16th April. We have been requested to state that, as the preparation and conduct of their case involves considerable expense, it is hoped that officers in India will contribute towards it, so as to relieve their brother officers at home from the entire burthen of the charge. Many members of the Military Services now in London have individually subscribed £5; and we are authorised to state that the several branches of the Agra and United Service Bank in India, and the agents of Messrs. Grindlay and Co. in the several Presidencies, will receive and transmit to this country any subscriptions which may be lodged with them on account of Amalgamation Inquiry Fund.—*Id.*

THE WAR IN AMERICA.

INTELLIGENCE from New York was received this morning by the Anglo-Saxon. Major-General J. V. Sumner, one of the Federal Generals of Division of the army of the Potomac, is dead. In Rush County, Indiana, an armed party of inhabitants succeeded in rescuing several deserters from the military authorities, but troops were sent from Indianopolis, and the deserters were recaptured.

The *Richmond Examiner* says that the active operations of the army under Hooker, on the line of the Rappahannock, are now commenced, and either a decisive battle or the retreat of General Lee must be the speedy consequence. The latter emergency is possible, but not probable, and another heavy struggle over the line of the Rappahannock may be safely anticipated. General Lee's army is stated to be not sufficiently numerous to prevent the completion of Hooper's manœuvre; and yet it is supposed that no course remains but to fall back upon some point near Richmond, and give the enemy battle at a greater distance from his base.

Gold in New York was 54 prem.

An extract from the letter of the New York correspondent of the *Times*, published this morning, shows the general state of public feeling in the North :—

"Union Leagues" continue to be formed in all the principal cities of the North, the main objects of which appear to be to take the wind out of the sails of the Democrats, and to reunite the Republicans on a basis that shall exclude the slavery question, and especially Mr. Lincoln's Proclamation of Emancipation, from the "platform" of the party. It is admitted by almost everybody, except the preachers, the lecturers, the strong-minded women, and the Anti-Slavery Societies, that the Abolitionist policy is a failure as a war measure. In vain the Anti-Slavery Society of New York declares that it will sustain the proclamation. The vast majority of the public condemns it. In vain it recommends that the lands of the Southern proprietors be confiscated and divided among the negroes who were formerly their slaves. The public turns a deaf ear to the barbarous proposal. Even Mr. Horace Greely, who more than any other man in America is responsible for the proclamation, has discovered that he was too sanguine in his expectations—that it has not fired the Northern heart to undertake a negro crusade—that it has not added a single volunteer to the army; but that, on the contrary, it has disheartened, divided, and disgusted the people, and forced a large number of officers and soldiers out of the service. From an anti-slavery point of view these results may be both deplorable and disgraceful; but, if the facts be as stated, it is the duty of statesmanship to take them into account, and not affect to be a hundred years in advance of public sentiment, unsupported by which it is impossible for any government to be carried on. To preach immediate and unconditional emancipation in any part of the Federal States—except, perhaps, in the city of Boston—is about as idle and futile as it would be to preach Buddhism or Mahomedanism in England.—*Id.*

COMMODORE WILKES, of Trent notoriety, has again committed an act which may cause us, and the government whose officer he is, no little trouble. He has seized the British steamer Peterhoff within sight of the British port of St. Thomas, and carried her off as a prize. The vessel left Falmouth in January last with a cargo, not contraband of war, for Matamoras in Mexico, and arrived in due course at St. Thomas's, into which port she put for the purpose of coaling. In those waters she was boarded by an officer from the Federal cruiser Alabama, who examined her papers and passed them, declining to endorse them with the notification of his search, but allowing the vessel to proceed. During her stay, however, at St. Thomas's, Admiral Wilkes entered the harbour in his flagship, and is alleged to have declared at once that the Peterhoff should have been seized. What is certain is that as soon as she put to sea again on her voyage Wilkes signalled the Vanderbilt, one of his squadron, which, in pursuance of his orders, followed the Peterhoff, overhauled her, and, after some little dallying, carried her off as prize to Key West—a port of Florida in the possession of the Federals. Now, as no exception could be taken either to the cargo or destination of the Peterhoff, as the trade between this country and Mexico is a perfectly lawful trade, and as the Peterhoff had not so much as a package of cantraband on board, it will be difficult to imagine what grounds even Admiral Wilkes could this time allege in defence of such proceedings. When appealed to in the House of Commons, Mr. Crawford stated without hesitation that the cargo of the Peterhoff was a legitimate one, not covering any such consignments of "hardware", as are despatched incessantly to Federal ports, but fairly and truly constituted according to the manifest. She was a vessel, he said, "engaged in carrying legal goods, under legal circumstances, to a legal port." What, then, could be the meaning of the Federal officer in asserting that "her papers were not quite satisfactory," and what his justification in making prize of her? The matter has been brought under the notice of Earl Russell and Mr. Adams, the American minister.—*Id.*

THE POLISH REVOLUTION.

THE special correspondent of the *Times* at Cracow furnishes the following details this morning, under the date of March 29 :—

News arrives here every day of victories gained by the insurgents over the Russians. Whether they are sometimes defeated and the news not published I cannot say; but that the insurrection is maintained in all parts of Russian Poland is quite certain. Cieszkowski is in great force in the "Palatinate" or "government" of Cracow, in the kingdom of Poland; Padlewski is in Plock; Czachowski commands the insurgents in Sandomir; Lewandowski and Lelewel share the directin of a numerous band in Lublin. It was in Lublin, too that Mielencki gained two brilliant victories on the 22nd and 23rd, when the Russians are said to have lost altogether about 400 men. This is thought not to compensate for the fact that Mielencki himself, one of the best of the insurgent chiefs, was dangerously wounded in the action of the second day.

In the Lithuanian Provinces the most important leaders are Roginski, who has lately moved towards Podolia; Count Tyczkiewicz, and the brothers Rykoff, two Russian gentlemen, formerly in the imperial army. By the last accounts the Rykoffs were fighting hard in the province of Samogitia. That several Russian officers have joined the insurgents is a fact beyond doubt. In this we have a striking proof that the sentiments expressed in the celebrated letter addressed by the Russian officers at Warsaw to the Grand Duke Constantine were perfectly genuine. No one said, or thought, that it was very numerously signed, or that it represented the feeling of more than 100 men. I do not say that 100 Russian officers have joined the insurgents; but if a list were to be drawn up of those who have openly taken part with the Poles, and those who have attacked their own men to keep them from plunder, and worse than plunder, then the list would already be rather a long one.—*Id.*

ARRIVALS REPORTED.

Capt. A. C. Way ....Bombay Staff Corps.
Lieut. C. E. Blowers......... ,, 10th N.I.
Lieut. J. A. Gayer .... ,, 2nd Europeans.
Mate R. C. Nicholetts ......Indian Navy.
Midshipman F. C. Turner. ,, ,,

EXTENSION OF LEAVE GRANTED.

Lieut. A. Phillips............Bombay 29th N.I. 6mo.
Lieut. E.C. Jackson......... ,, Infantry. 6 ,,
Capt. A. S. Griffiths......... ,, Staff Corps. 6 ,,
Lieut. W. H. Mackenzie... ,, 5th N. I. 6 ,,

PERMITTED TO RETURN TO DUTY.

Capt. J. Miles..............Bombay Staff Corps.
Lieut. F. W. Brown ...... ,, ,, ,,
Lieut G. S. Hawthorn ... ,, 24th N.I.

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE.	SHIPS.	COMMANDERS.	AT
Mar. 25	Rowan Tree	Lewis	Liverpool.
27	Missouri	Calhoun	Ditto.
29	War Cloud	Mackay	Ditto.
31	Victoria-bridge	Pennington	Ditto.

DEPARTURES.

DATE.	SHIP.	COMMANDER.	FROM
Mar. 30	Neptune's Car	Kirby	Liverpool.

VESSELS SPOKEN WITH.

Africa, Liverpool to Bombay, Feb. 13, lat. 4·3 S., long. 25·13 W.

Fleur de Lis, Liverpool to Bombay, Feb. 2, lat. 2·12 N., long. 21·30 W.

Floating Light, Liverpool to Bombay, Feb. 10, lat. 11·24 S., long. 27·39 W.

Glee Maiden, Liverpool to Bombay, Feb. 4, lat. 1·39 S., long. 27·14 W.; out 27 days.

Marina, London to Bombay, Jan. 28, lat. 23 N., long. 27 W.

Shard, Liverpool to Bombay, Feb. 7, lat. 1·15 S., long. 24·53 W.

Victoria-bridge Bombay to Liverpool, lat. 25, long. 30

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NEWS FROM ENGLAND TO 11th APRIL.

(Special Telegrams for the Bombay Gazette.)

LONDON, 10th April.

Polish insurrection spreading into Lithuania.
News from America to 28th March.
Longstreet invades Kentucky.
Federals repulsed on the Mississippi.
Gold at New York one hundred and forty-two premium.
Government has seized several Confederate vessels building at Liverpool.
Cotton, steady demand. Surats twelve to eighteen pence half penny.

LONDON, 11th April.

Liverpool Cotton market this day quiet. Sales to-day, 4,000 bales.
Fair Broach, seventeen pence three farthings.
Dholera, seventeen pence and a farthing.
Sawginned Dharwar, eighteen pence half penny.
No political news.

PRIVATE TELEGRAM.

LONDON, 10th April.

Cotton firm but quiet.
Seeds dull and lower.
Piece Goods and Yarn firm.

LATEST INTELLIGENCE.

CALCUTTA, 23rd April.

Probable crop of Patna Opium reported to be 22,400 chests.
Balance, 100 chests.

CALCUTTA.

(By Electric Telegraph.)

24th April, 5-20 P.M.

Government Paper Four per Cent., par to two annas discount.
Five per Cent., nine rupees and quarter to half premium.
Five-and-half per Cent., eighteen rupees and quarter to half premium.
Exchange on London, first-class Credits, two shillings and a farthing to five sixteenths.
Freights to London, dead weight, forty-seven shillings and six pence to fifty-five shillings.
Jute, and Seed ninety shillings.
Grey Shirtings, fourteen by thirteen, seven pounds, forty inches, eight rupees twelve annas to fourteen annas per piece.
Madapollams, thirteen by eleven three pounds, thirty-two inch, four rupees two annas to three annas per piece.
Mule Twist, number forty, good seconds, eleven annas per morah.
Market for piece goods, quiet.
Market for Twist very dull, no buyers.

THE OPENING OF THE BHORE GHAUT INCLINE.

"To the heights! I will find a way or make one," is the true motto of that great engineering work, *The Bhore Ghaut Incline*, at the ceremonial opening of which, a large portion of the community of Bombay assisted on Tuesday. It is another noble triumph added to the many that have gone before, of that untiring energy and perseverance that refuses to see difficulties in any work it undertakes, but with true Saxon industry works on in the face of every difficulty and hindrance till success crowns the all conquering effort. We do not by any means intend to assert that the able and intelligent gentlemen who form the engineering staff of the Great Indian Peninsula Railway, are in any way specially distinguished for engineering skill above the host of gentlemen in the same honorable profession, working at the present moment on the numerous Railways now in course of construction in various parts of India, yet there is no denying on the other hand, that several of them have had the good fortune to be engaged in the structure, and have effected the completion of one of the greatest marvels of engineering skill not in India merely but in the world. The name of the late Chief Resident Engineer, Mr. J. J. Berkley, must have occurred to many at the interesting proceedings on Tuesday, and with a feeling of something more than a mere passing regret, that he had not lived to see the completion of the great work of which he was the designer. His memory, however, and his services were done full justice to, by the Directors of the Company, in their admirable address to the Governor, in "the narrative of the operations on the Bhore Ghaut Incline," published by order of Government, and in the speech of his able successor Mr. Graham, the present Chief Resident Engineer, delivered at the banquet. Of the services and merits of others who have had a share in the completion of this Railway marvel, especially Messrs. Adamson and Clowser, we have repeatedly had occasion to speak, and more particularly some few weeks since when we announced the completion of the work. The address of the Directors does ample justice to all their servants who were engaged upon the Bhore Ghaut Incline, and regarding Messrs. Adamson and Clowser it goes on to say,—

"There were pupils of Mr. Berkley's; they were long connected with this Incline as the Company's Resident Engineers and it was at his suggestion that soon after Mr. Tredwell's death they were permitted to undertake the duties of contractor's managers and the actual construction of the line they had up to that time superintended on behalf of the Company.

"How ably and with what energy they have devoted themselves to the accomplishment of their arduous undertaking is known to all who have had any opportunity of watching their operations; and the Directors think that the remarkable progress which has been made since they inspected the works a few weeks ago in your Excellency's company when we were with difficulty able to walk through several of the tunnels and cuttings through which trains have now been run, must evidence to those who have had no other opportunity of witnessing it what great efforts Messrs. Adamson and Clowser, are capable of and have achieved."

In the interesting address delivered by Mr. Adamson at the banquet we were much pleased with the testimony which he bore to the many valuable qualities to be found in the native labourers and workmen. After an experience amongst them of seven years during which time they were employed on work as trying as can fall to the lot of out-door labourers, he tells us the result of his experience, that "the natives of India like the natives of England can and will work well, if they are well and regularly paid," that they can toil to the best purpose "when their industry is properly directed and fairly remunerated," "that it was native muscle that sustained the wear and tear of the gigantic work which was that day witnessed, that it was native endurance that bore the heat and burthen of the day, which would have triumphed over all the thews and sinews which the Anglo-Saxon race could have sent to these shores." To the Great India Peninsula Railway has fallen the distinguished honor of connecting Bombay with the rest of India by Railway communication carried of necessity over mountain ascents so remarkable in their characteristics, that they are perhaps unequalled by any other of the marvels of an age, whose leading distinction seems to be that of mechanical and material progress. The Company is at the present moment progressing vigorously with another great work, that of the ascent of the Thul Ghaut, which is only second in importance and magnitude to that which has just been completed. It is to be hoped that this great enterprise will not merely bring to the Company fame only, but the profits and pecuniary success which works of such magnitude, carried out with so much judgment and spirit, so richly deserve.

TUESDAY, the 21st April 1863, was appointed for the official opening of the Bhore Ghat Incline, and a large number of invitations having been previously issued, many of the principal European and native gentlemen availed themselves of the opportunity of inspecting the construction of the Incline. Visitors were conveyed in special trains from the Boree Bunder and Byculla Stations, the Europeans preceding the natives by about half an hour. The first train consisted of twelve ordinary saloons, nine second-class carriages, and two break vans, and the second train consisted of eight saloons, four composites, ten second class, and two break vans. A special train from Poona brought to Lanowlee a number of visitors, among whom were Colonel Gell, Colonel Forster, Major Warden, Major Martin, Dr. Larkins, Staff Surgeon, Baron de H. Larpent, Major Holland; Messrs. Dorabjee and Nowrojee Puddumjee, Mr. Moroba Canoba, Mr. Ardaseer Cursetjee, Moonsiff, Mr. Dadabhoy Byramjee, and other gentlemen. Mr. Gray, Collector and Magistrate, joined the train at Tulligaum, near which his Camp was pitched. On arrival at Lanowlee, this portion of the guests of the day had an opportunity of examining the preparations for the festival.

His Excellency the Governor, who had proceeded to Khundalla two or three days previously left in a special train for the purpose of going over the Ghaut about eight o'clock accompanied by his staff, the Rev. Mr. Gell, Sir Jamsetjee Jejeebhoy, Baronet, &c.

The special trains from Bombay arrived at the foot of the Ghaut about half-past ten o'clock, and were there divided. The first portion of the train consisting of twelve carriages were drawn up to the platform, where the passengers took refreshments, and were despatched to Lanowlee. The second portion were then drawn up to the refreshment tents, and after the first train had reached Lanowlee, they were sent up the Incline, but not till nearly two o'clock P.M., when the ceremony of presenting an address to the Governor was nearly over. The last portion consisting mainly of natives reached Lanowlee at four o'clock, much tired and fatigued from want of food and water.

The following is a list of those who had accepted invitations:—

Sir M. Sausse, the Hon'ble Kinloch Forbes, the Hon'ble Mr. Couch, the Hon'ble Mr. Frere, the Hon'ble Mr. Hebbert, Lieut.-Colonel Vincent, Major Curtis, Messrs. Gamble, Compton, Mesdames Gamble, Cleveland, Connon, F. A. Spencer, Pinhey, Ballinghall, Southey, Fraser, Hough, Brooke, Repton, Leathes, Misses Cursetjee, Mesdames Chitty, Gibson, Lane, H. F. Whyte, Fergusson, Kinloch Forbes, Johnstone, Miss Mitchell, Mrs. Fletcher, Misses Fletcher, Wilson, Cameron, Miss Cornforth, Mesdames Tapp, Tate, Warwick, Gordon, Heycock, (and daughter), E. W. West, Diver, Pollock, Du Port, Lamb, Stranack, Leckie, Stearns, Niven, Bradley, Ashburner, Tristram, J. Blackwell, Orpean, Miss Reid, Mesdames, L. S. Thomas, Hope, Miss Cama, Mesdames Waddington, E. I. Howard, E. D. Sassoon, A. Sassoon, Taylor, Briggs, Gonne, Chitty, Blay, Weir, Bickersteth, Holland, Short, Miss Impey, Mesdames H. W. Penson, Bacon, and Blay, N. Spencer, Cleveland, Connon, Orr, T. Roper, F. A. Spencer, N. Spencer, Jr., Pinhey, Colonel Barr, Drs. Balinghall and Hyslop, Messrs. N. W. Oliver, Dr. Haines, F. Hawkes, Lieut.-Colonel Marriott, the Hon'ble Mr. Newton, Captain Southey, Mr. S. D. Birch, Dr. Fraser, Messrs. Grant, Grey, the Hon'ble Mr. J. D. Inverarity, Messrs. J. Bevis, W. J. Thompson, Charlton, Jr., A. King, W. H. Crawford, Lieut.-Colonel Ballard, Rev. R. F. Colvin, Dr. Murray Mitchell, Messrs. H. Brooke, Blair, Dunbar, Major Dunsterville, Messrs. Repton, McIlwraith, Ryrie, Colonel Forster, Messrs. Leathes, Creswell, Hynes, L. Hynes, White, W. Cooper, Rev. Mr. Spring, Lieut.-Colonel Wray, Mr. Maclean, Captain Chitty, Rev. Mr. C. Cooke, Rev. Mr. Gibson, Messrs. T. Wood, J. B. Lane, H. F. Whyte, Lieut.-Colonel Forbes, Dr. Birdwood, Captain Fergusson, James Taylor, Messrs. Prentis, T. J. Dewar, A. C. Gumpert, Dr. Johnstone, Mr. Foggo, Colonel Pottinger, G. Inverarity, Messrs. C. Coope, L. H. Bayley, Mr. Keir, Lieut.-Colonel Worgan, Messrs. A. F. Wallace, R. Wallace, J. King, J. H. Reading, G. S. Judge, Rev. Mr. Fletcher, Lieut. D. Swiney, Messrs. M. Mull, R. Knight, D. J. Kennelly, J. Firth, G. A. Barnett, Cortazzi, Rev. Dr. Wilson, Messrs. Cameron, Cornforth, Hon'ble Mr. Anderson, Messrs. W. Walker, West, Dr. Thom, Mr. A. J. Dove, Lieut.-Colonel DeLisle, Captain Fuller, Brigadier Tapp, Messrs. Warwick, R. D. Peebles, T. Burn, Captain Grainger, Dr. Dallas, Captain Young, Col. J. P. Kennedy, Mr. L. S. Acland, Dr. Leith, Messrs. J. Gordon, E. Heycock, A. M. Moore, Macneil, R. T. Price, Captain E. Holland, Messrs. R. Johnstone, E. W. West, Drs. Stedman, and Diver, Mr. R. Hannay, Captain Pollock, Mr. C. E. Mitchell, Rev. C. Du Port, Dr. Lamb, Messrs. Morrison and Stranack, Lieut.-Colonel Leckie, Messrs. F. Hore, G. Whitley, Dr. Stovell, Messrs. Stearns, and Taaks, Dr. Niven, Messrs. J. Dawson, H. de Closets, Bradley, J. Howliston, J. P. Green, Mr. Ashburner, Major Haggard, Messrs. P. Ryan, J. A. Torass, S. Trenn, J. Slater, Lieut. G. T. Robinson, I.N., Mr. J. K. Manning, Major Kempt, Captains Hern, DeVitre, Smith, Weir, and Scrivener, Lieuts. Clay, Hobart, Caldecot, Armistead, Reeves, Godwin, Whish, Ensigns Glasse, Gibson, Hogg, Gardiner, Adjutant Murray, Dr. H. C. Boate, Captain W. R. Mason, Major Thacker, Lieuts. Stevens, Wilson, Crawford, Christie, Messrs. Scoble, Sands, Kelly, J. Blackwell, Matthew, J. Machin, A. A. West, Dr. Orpean, Mr. Roberts, Major Cooper, (and eight Officers of the General Depot,) Messrs Cassels, Hope, J. Jones, Gale, Lieut.-Colonel Lynch, Captain Jacob, Dr. Trestrail, Lieuts. Tanner, Shewell, Newport, Hennell, Lechmere, Greenlow, Mr. P. Leith, Mr. F. L. Brown, Dr. Reid, Lieut. Fisher, Mr. G. W. Young, Messrs. R. E. W. Baker, L. S. Thomas, W. A. Hurst, Captain Felix Jones, Messrs. A. Brown, D. Richmond, Hall, Major Grant, Captain Leach, Messrs. J. L. Scott, Murdoch, H. W. King, Colonel Murray, Messrs. Loudon, Macculloch, Richmond, G. M. Stewart, F. J. Liddendale, T. R. R. Davidson, Johnston, Lieuts. Oldham, D. LeMessurier, W. Finlayson, Major Martin, Captains Cameron, His Highness Meer Jaffer Ali Khan Bahadoor, Mr. Glover, Major Coley, Messrs. Windle, Donovan, H. Byne, Methven, Colonel Collings, Captain Blunt, Major Gordon, Captain Swanson, Messrs. Butcher, H. W. Penson, J. Brown, W. B. Fellows, Captain Berthon, Mr. Pryce, Majors Bacon, and Maude, Colonel Barr, Mr. Steel, J. R. Arthur, Messrs. Scott, Gray, Booth, Vining, Tucker, W. Blisher, R. Cutler, F. Thompson, Verral, E. I. Howard, J. Taylor, J. Macfarlane, R. E. Wright, Briggs, R. Waller, C. Gonne, Dr. Kane, Mr. N. Porter, Major Sinclair, Mr. J. Marriott, Lieut. Chitty, Messrs. W. B. Wright, McIntyre, Rev. Mr. Prenbion, Mr. Hutchinson, Dr. Carvalho, Messrs. Silva, Lisboa, DeGa, De Souza, Jule, Schaumburg, Archdeacon Boys, Captain Greig, Mr. Spring, Mr. Paton, Mr. Ker, Major Holland, Hon'ble A. D. Robertson, Messrs. C. Forjett, E. Keily, H. Maurice, W. Michael, Major Richards, Dr. Campbell, Lieut. Merriman, Officers of 3rd Regt. at Tanna, Dr. Fogerty, Messrs. Payne, Trupshaw, Captains Short, and Nogle, Dr. Impey, Messrs. J. Dodds, Macwilliam, and Pollock, Colonel J. P. Kennedy, Mr. James Corder, Messrs. Shreecrustna Pandoorung, Premchund Roychund, Bhasker Bappoo Josey, Alladeen Habib, Vishnoo Punt, Dhunjeebhoy Cursetjee, Veerchund Deepchund, Kursundass Madhowdass, Cowasjee Manockjee Limjee, Homejee Gursetjee Dady, Rustomjee Nowrojee, Dinshaw Manockjee, Sorabjee Jamsetjee Jejeebhoy and sons, Kaikusro Hormusjee, Limjeebhoy Manockjee, Dr. Merwanjee Sorabjee, Ardaseer Hormusjee Wadia, Eduljee Rustomjee, Jehangeer Nowrojee, Vurjeewundas Madhowdas, Byramjee Jejeebhoy, Meer Goolam Baba, Cassumbhoy Nathabhoy, Ramlal Thakoresedas, Venayekrow Juggonathjee, Revagur Coovergur, Jevarchund Atmaram, Dossabhoy Framjee Cama, Bomanjee Framjee Cama, Nowrojee Nanabhoy Framjee, Pranjeevundass Hurjeevundass, Heerjeebhoy Hormusjee Sett, Framjee Merwanjee Settna, Amritrao Bulvunt *alias* Amritrao Dada, Sorabjee Pestonjee Framjee, Nowrojee Furdoonjee, Goculdass Taizpall, Narrayen Dinnanath, Luckmedass Khimjee, Cursetjee Furdoonjee, Jeevajee Nowrojee, Jejeebhoy Dhunjeebhoy, Tyabjee Bhymeeah, Khunderow Morojee, Moroba Canoba, Khan Bahadoor Pudumjee Pestonjee, Dorabjee and Nowrojee Pudumjee, K. V. Vinchoorkur, Ardaseer Cursetjee Moonsiff, Wishwanath Narrayen Mundlik, Bomanjee Jejeebhoy, Aga Jalal Sha, Venayekrao Hurrichund, P. B. Kolah, Bhasker Soonderjee, Pestonjee Burjorjee, the Hon'ble Premabhoy Hemabhoy, Hormusjee Dhunjeebhoy Gheesta, Manockjee Pestonjee Tuback, Jaffer Sulliman, Burjorjee Rustomjee Mody, Petamber Nanabhoy, Gungadass Keshowdass, Dhirujram Dulputram, Nana Bappoo Josey, Hajee Esmail Hubib, Candass Narrandass, A. M. Gubbay, Callianjee Sewjee, Khakee Puddumsey, Khojah Allaruckhia Soomar, Rustomjee Hormusjee, Hormusjee Bomonjee, Jamsetjee Bomonjee, Nusserwanjee Ardaseer, Tamooljee Jamsetjee.

His Excellency the Governor returned to Lanowlee with the first train of visitors, about half-past one, when the Governor's flag was hoisted and a salute fired, the Band of the 103rd Regiment also playing. The party then proceeded to the Durbar Room where His Excellency the Governor received the Address of the Directors of Railway Company, which was read by the Chairman, Mr. J. P. Bickersteth.

ADDRESS.

TO HIS EXCELLENCY THE HON'BLE SIR HENRY B. E. FRERE, K.C.B., Bombay.

HON'BLE SIR,—After a period of more than eleven years, during which the Engineering Staff of the Great Indian Peninsula Railway have been constantly and arduously engaged in surveying, and superintending the construction of the Bhore Ghaut Incline, the Directors have at last, the satisfaction of being able to report its completion, and have demonstrated by actual experiment its full capabilities for the purpose for which it was designed, and they, therefore, confidently invite your Excellency to declare it open for public traffic.

From the time when the lines of the Great Indian Peninsula Railway were first projected, it was apparent that the great practical difficulty to be overcome was the connection of the Concan and Deccan Lines by a line of Railway which must ascend the great range of the Western Ghauts; and that the first step to be taken was to find the route by which that barrier could best be surmounted.

It was originally intended to have only one Railway over the Ghaut, from the top of which the North Eastern Line towards Nagpore and Calcutta and the South Eastern to Poona and Madras should diverge, and with this view the Malsej Ghaut which lies between the Bhore and Thull Ghauts was selected by the late Mr. Chapman, and in 1846 and 1847 surveyed by Messrs. Clerk and Conybeare.

Could this line have been adopted, doubtless, a large outlay of Capital, would have been avoided, and with little practical inconvenience. It was, therefore, Mr. Berkley's earliest duty, on his arrival in India as Chief Resident Engineer to the Company in 1850 to examine this route.

This investigation resulted in the abandonment of the Malsej Ghaut Incline, on account of the almost insuperable difficulties which the ascent of the Ghaut by that route presented and the Thull and Bhore Ghaut Inclines the one for the North Eastern and the other for the South Eastern Lines were determined on as those which would afford the most favorable ascent, and at the same time would best meet the requirements of the country.

The first Incline up the Bhore Ghaut was laid out in 1852. It followed the North side of the spur which connects the main Ghaut with the Concan, instead of the South side, as now, and it included an Incline plane of 1 in 20 1½ mile long, to be worked by stationary engines. The length of this Incline was 13½ miles, but the seasons operations showed that it was practicable to lay out a continuous Locomotive gradient from the base to the summit of the Incline.

In the following season, after various other Ghauts had been examined, the further surveys of the Bhore Ghaut were resumed. By increasing the length of the Incline on the lower portion of the Ghaut, and the introduction of the Reversing Station which was made in 1854, [and still further extended in the following season] great improvements were effected on the original line; and in 1855 the preliminary operations were completed and the Incline laid out nearly as, constructed, a few alterations and improvements being introduced during the progress of the work.

The construction of the Bhore Ghaut Incline was let by Contract to Mr. Faviell during the autumn of 1855, and the works were commenced, on the 24th of January 1856. In June 1858 two miles of the Upper part of the Incline from Khandalla to Lanowlee were opened for traffic which has since been worked regularly and satisfactorily over that length with gradient of 1 in 40 and 1 in 50.

In March 1859 Mr. Faviell relinquished his Contract, and the Company carried on the works under the management of their Resident Engineers Messrs. Adamson and Clowser until the following November when Mr. Solomon Tredwell to whom the Contract had been re-let in England [in the previous August,] commenced operations. The works were transferred to him on the 16th of November, but he had hardly completed the investigation of his Contract, and devised his plans for carrying on his operations on a scale adopted to the magnitude of the undertaking when he was attacked by a sudden illness and died at Khandalla on the 30th of November.

On Mr. Tredwell's decease, serious embarrassment and delay to the works would no doubt have occurred had not Mrs. Tredwell with a high spirit in the midst of her affliction, conducted the business of the Contract, until in the month of March 1860. Messrs. Adamson and Clowser were permitted to resign the Company's service, and accept the office of Contractor's managers. Messrs. West and Tate being appointed Resident Engineers on the part of the Railway Company.

The remainder of that season, however, was nearly lost through a visitation of cholera which lasted for two months, and occasioned great mortality amongst the work-people. In the two following working seasons the average number of work-people employed was more than twenty-five thousands and in March 1861 more than 42,000 men were employed upon the works.

The length of the Incline from the base to the summit is 15 miles 68 chains. The level of its base is 196 feet above the sea, and of its summit 2,027 feet, so that the total elevation surmounted by this Incline is 1,831 feet, the average gradient being 1 in 48, and the steepest gradient 1 in 37, for 1 mile and 38½ chains.

The earthwork in cuttings and embankments executed upon the Incline, has amounted to 4½ millions of cubic yards; [or 2,85,240 cubic yards per mile over the whole length of the Incline.]

Several of the embankments exceed 60 feet in height, and many of the outer slopes are 150 feet in length, and some of them as much as 300 feet. The greatest depth in the centre line of cuttings is 74 feet, and in one cutting the excavation on the upper side is nearly 150 feet deep through solid rock.

The total length of Tunnels is [3985 Lineal Yards or rather] more than 2¼ miles. There are [3640 Lineal Yards] or more than two miles of retaining walls, and the total length of the Viaducts and Vaulting Arches is [1330 Yards or] about ¾ of a mile.

The principal Viaducts are No. 1 of 8-50 feet arches and 129 feet from the surface of the ground, and No. 5 or Mhow-ke-Mullee Viaduct of 8-50 feet arches, and 143 feet from the surface. The other Viaducts range from 100 to 50 feet in height.

The works have been seven years and a quarter under construction and about four years were spent in preliminary operations.

This brief history of the Bhore Ghaut Incline must not be close without expressing the deep regret of the Directors and all connected with this railway that he who originated and designed these great works, did not live to see their successful completion but though he is gone, his works remain, and of him they silently speak, and proclaim his great genius, more eloquently and more impressively than any language and not only do his works remain but we are still surrounded by that chosen band of accomplished Engineers embued with his own zeal, whom he had the singular fortune to attach to himself, one of those Mr. Graham who has already proved himself a worthy successor to his lamented Chief is due the merit of perfecting and completing these great works which with all the other lines of of the Company, have been under his Superintendence ever since Mr. Berkley left India.

Messrs. Adamson and Clowser too were pupils of Mr. Berkley's; they were long connected with this Incline as the Company's Resident Engineers and it was at his suggestion that soon after Mr. Tredwell's death they were permitted to undertake the duties of Contractor's managers and the actual construction of the line they had up to that time superintended on behalf of the Company.

How ably and with what energy they have devoted themselves to the accomplishment of their arduous undertaking is known to all who have had any opportunity of watching their operations; and the Directors think that the remarkable progress which has been made since they inspected the works a few weeks ago in your Excellency's company when we were with difficulty able to walk through several of the Tunnels and Cuttings through which trains have now been run, must evidence to those who have had no other opportunity of witnessing it what great efforts Messrs. Adamson and Clowser, are capable of and have achieved.

It is not only the loss of their own Chief Resident Engineer during the progress of thes works that the Directors have had to deplore; the death of Colonel Crawford long the Consulting Engineer to Government was deeply felt by all who were in any way connected with him.

To his successor Colonel Rivers the grateful acknowledgments of the Directors are especially due for the cordial assistance and able advice he has at all times willingly rendered them and they sincerely trust that the Company may long enjoy the advantages which result from Colonel Rivers official connection with it.

The Directors beg in conclusion to tender to your Excellency their thanks for the warm interest your Excellency has taken in the progress of the great works the completion of which we celebrate to-day whereby all engaged upon it have been greatly encouraged in their labours and they desire to request that they may be permitted permanently to connect your Excellency's name with the Bhore Ghaut Incline by recording the opening of the line by your Excellency upon a tablet to be erected in some prominent situation on the Incline.

HIS EXCELLENCY the Governor replied as follows:—

His Excellency the Governor then rose and proposed "The prosperity of the Great Indian Peninsula Railway Company.

MR. CHAIRMAN AND GENTLEMEN OF THE BOARD OF DIRECTORS,—It is a matter of extreme gratification to me both personally and on public grounds to accede to your request. I have watched the progress of this work since the idea of a Railway to connect Bombay with the interior first occurred to Mr. Clerk in the early part of 1844. I am glad to see among you this day some gentlemen who took an active part in promoting the scheme from its very beginning, and it is with a feeling of deep thankfulness to the Almighty Disposer of all things that I find myself now, as head of this Government, enabled to declare this great work, the Bhore Ghaut Incline, the turning point of the whole undertaking, finished and fitted for public traffic. The first notice that I find on record of any attempt to improve the means of communication in this direction dates in the early part of this century. The Duke of Wellington, then in Command of our Forces in the Deccan, with that foresight which seems to have been a part of his nature, saw the importance of improved communication with Bombay, and caused the old Bhore Ghat to be made practicable for artillery, and what was then considered a good military road to be constructed from the head of the Ghat to Poona, you may yet, I believe, find traces of the road the whole distance a little to the South of the line which is now the old Post road, and he told that the massive stone ramps which mark the nullah crossings were the work of Wellesley Sahib. It is nearly 33 years since Sir John Malcolm himself, a friend and companion of the Great Duke, opened the Ghat for Cart traffic. In a minute which he recorded on the subject, and a copy of which was shewn me by Mr. Frere as we came up the Incline, he thus speaks of the work. The minute is dated 23rd Nov. 1830: "On the 10th of November I opened the Bhore Ghat which though not quite completed was sufficiently advanced to enable me to drive down with a number of gentlemen in several carriages. The height of the mountain is nearly 2,000 feet, and the length of the road is 3 miles and three fours. It is impossible for me to give a correct idea of this splendid work which may be said to break down the wall between the Concan and the Deccan. It will give facility to commerce, is the greatest of conveniences to troops and travellers, and lessons the expense of European and other articles to all who reside in the Deccan. This Ghat will besides prove a positive creation of Revenue for I am satisfied from the decrease of hamallage, and the offers already made to form the duties, that the first year will produce twenty thousand rupees, and that the ordinary revenue will hereafter rise to more than thirty thousand, while on any military operations occurring in a quarter which required the troops in the Deccan to move, the outlay would be paid by the cheap transmission of stores in a twelve month. That Government have had such a return for the lac of rupees expended on this work is chiefly to be abscribed to the enterprize, skill, and unwearied industry of the contractor, Captain Hughes who in his desire to do credit to himself will be found, I believe when the completion of the work is reported (which it will be before the 1st of January) to have done more particularly in the breadth of the road than the terms of the contract made obligatory. He has built at his own cost, a small but neat lodge at the gateway where the duties are to be levied, and on this, he has inscribed in a small marble slab the year in which the work was made, I wish him to be instructed to place another below it, with an inscription stating that this Ghat was constructed by Captain Hughes, and opened on the 12th November 1830. I shall not anticipate the approbation Government may give Capt. Hughes when the completion of the work is reported and it is examined, or the consideration they may have for any useful work he may have done beyond the term of his contract. This respectable gentleman will, I imagine, bring no claims upon the Government. He is very sensible to the favor and indulgence with which he has been treated in being aided with the detachment of pioneers for a few months, but he merits the most liberal encouragement for he has not only executed in a superior manner a work of great importance, but has set an example, which if followed will be attended with all the beneficial results that must attend the establishment of contracts for such public works, to all who reside in the Deccan." He then speaks of the work great justice as an absolute creation of public revenue, and of its immense value in a military point of view. These are the words of one whose name will long live in honored memory as one of the wisest and most farseeing of modern Indian statesman. I quote them not merely to contract our present appliances and facilities with those which he thought so great and important an improvement on the then existing facilities for transport, but as claculated to inculcate a lesson of humility in judging of the improvement of our own day, and as showing how little the most farseeing among us can calculate what results a single generation may bring forth. When I first saw the Ghat some years later we were very proud in Bombay of our mail cart to Poona, the first, and at that time I believe the only one running in India, but it was some years later before the road was generally used for wheeled carriages. I remember that we met hardly a single cart between Khandalla and Poona, long droves of pack bullocks had still exclusive possession of the road, and probably more carts now pass up and down the Ghat in a week than were then to be seen on it in a whole year. But the days of mail cart and bullock cart as well as the Bringaree pack bullocks are now drawing to a close. Of the great work the Bhore Ghat Incline itself, you have stated in your address some of the principle statistics. I will not attempt to analyze their marvellous results. Were I to tell you that the bulk of so many pyramids was contained in the earthwork and masonry of embankments that it would take so many times all the bridges of London to equal the Viaducts, or were I to compare the bulk of the stone quarried with the Break Waters of Plymouth or Portland, I could give you but an imperfect idea compared with that which we all have derived from traversing the Incline this day. Nor could any description give to the uninitiated a notion of the difficulties you have had to overcome. Military men who know what it is to organize and to feed an army of 10,000 men may have some notion of the difficulties of organizing, feeding, and working a multitude of labourers averaging for years together 25,000 men, and rising to the enermous number of 42,000 but most of us must be content with the impression we have this day derived, and it is, I am sure, an impression which can never be effaced, of that which may, I believe, without exaggeration be described as the greatest work of its kind in the whole world.

"I feel assured, Gentlemen, that in future ages the works of our English engineers on these Ghats will take the place of the works of their Demigods the great cave Temples of Western India which have so long to the simple inhabitants of these lands been the type of superhuman strength, and of more than mortal constructive skill. Mr. Graham and Colonel Rivers will probably not allow me to say that this Incline will ever remain among the greatest works of its class they know the almost unlimited resources, of their science, and will tell us that the greatest engineering triumph of to-day may be surpassed ere the present generation had died out. But the effects of these works on the fortunes of India are, I believe, destined to be far more important than merely supplying a theme from popular admiration, or the substance of a popular proverb. I do not speak merely of their effect on Commerce and material prosperity. It is scarcely possible to exaggerate the importance of the Railway in this respect, but this effect is so obvious and immediate that it hardly requires to be pointed out. Equally unnecessary would it be to dwell on the value of the Railway as a Military Machine—some of us have served with the men of our old European Regiment who marched with but one halt from "Panwell" to "Poona" to fight the Battle of Kirkee, and all of us can estimate the immense military and political advantages of a work, which will connect all the capitals of India, and place the garrisons of Madras and Bombay as close to each other in point of time as those of Poona and Bombay were within living memory. It is no exaggeration to say that the completion of our great lines of Railway will quadruple the available military strength of India. Nor would I even dwell on the manifold blessings which will attend the work as mitigating some of the severest evils which can afflict humanity. We all of us know, either from our own experience, or from that of our friends, how great is the blessing of such ready and easy means of intercourse between distant points—the fever striken patient who longs for the cool sea breeze, or the wearied man of business who needs the bracing climate of the Deccan, need no longer experience with a feeling akin to despair the impossibility of moving, and every class, the roaming foreigner from a far land as well as the home loving native of India, will have reason to bless the facilities which the Railway affords, for cheap and easy locomotion. But in addition to and above all these this work will, I believe, be productive of moral effects in comparison with which its vast physical results may be literally said to be insignificant. You alluded in your address to some of those not now present among us, to whom the great work is most beholden, you spoke in fitting terms of him whose genius devises its great features, and who animated with his own spirit those who have given bodily form to his conceptions, you referred in terms of well merited regret to him whose judgment and firmness, united to a kindly and sympathizing nature enabled the Government and Engineers of the Company to work together with a harmony and practical energy unknown in other undertakings, and you did no more than fitting honour to the brave Englishwoman who in the midst of her own sore affliction thought more of her husband's honour than her own distress, and carried on a work the magnitude might well have appalled a Titan of old. It may be that the name of Mr. Berkley, of Colonel Crawford, and of Mr. Tredwell, may not survive the living memory of the present generation, but we may rely on it their example is not lost, and that it will be as nearly immortal as human example may be in that peculiar characteristic which they have all in common, and which forms the backbone of our national strength their noble devotion to their duty. I may not now refer to other examples of those still amongst us which will, I believe, be equally permanent. But I cannot let the occasion pass without tendering to all you have named as having had a prominent part in this great work, to Mr. Graham and to all his staff, to Messrs. Adamson and Clowser, and to Colonel Rivers, the cordial thanks of Her Majesty's government for their share in this great undertaking. There is one point to which I cannot but advert, because I believe it calculated to exercise a permanent influence on the future of India, I need not now remind my countrymen that we of the western world have the character of being a stern and heavy-handed race. Among the many difficulties which be set or were supposed to be set the introduction of Railways into this country was usually placed foremost the difficulty of controling a large number of independent Englishmen—not like our soldiers, bound by the ties of military discipline, not in any way prepared to submit their own will to the mere dictates of authority. We have now ample experience to enable us to judge what foundation there was for such apprehension, and what has been the result? I do not pretend to say that there have not been exceptions—among the many hundreds of Englishmen who have been employed on these works, it would be strange if there were not some who possessed the more animal instincts of courage, strength, and capacity for physical exertions, in a higher degree than that inclination to take the weaker side the love of truth and of fair play on which as a nation we pride ourselves, but looking at the general results and considering the effects which this invasion by a small army of Railway Englishmen has produced on the country, I think there cannot be a doubt not only that the fears which some people entertained were entirely chimerical, but that the lower ranks of this Railway army as well as the higher have left a deep and beneficial impression on the population among which they have been employed, and that the result is one for which our countrymen of all ranks in your service, the artizans and mechanics as well as the gentlemen on the engineering staff richly deserve the gratitude of the Government and of their country. So far from its being the case that the bonds of official discipline are necessary to prevent the growth of ill-feeling between the Saxon stranger and the natives of India. I find the employment afforded by the non-official contractor almost invariably more popular than that of Government, and if we were both bent on raising an army I doubt if Government could have more formidable rivals than Messrs. Adamson and Clowser. I know of no sight more impressive or more full of suggestive topics to any one who reflects on the future of India than such a visit as I lately paid to the contractors' works before they were finished. It was then easy to see how Railway works taught the native labourer habits of method and punctuality habits of truth and honesty in their work, and above all habits of independence. It is in this last respect more than in any other that I believe these Railway works will have an immense influence on the future of India, we all know what vast sums chiefly of English capital have of late years been spent in this country. Let us consider for one moment what has been the effect of all this money being spent in giving a fair day's wages for a fair day's labour. I can safely say that, as a rule, this was unknown before the commencement of what I may call the Railway period; not only were wages in most parts of the country fixed by usage and authority rather than by the natural laws of supply and demand, but the privilege of labour was in general restricted to particular spots, and nothing like the power of taking his labour to the best market particularly existed. This was partly due to custom, partly to the absence of any but agricultural employment, partly to long ages of despotic and unsettled Government. But the result was that the condition of the mere labourer was wretched in the extreme, and the past efforts of Government could do but little to raise him above the status of a serf of the soil. All this has now, I am happy to say, changed mainly as a direct consequence of these vast Railway works, and for the first time in history the Indian cooly finds that he has in his power of labour a valuable possession whch if he uses it aright will give to him and to his family something better than a mere subsistence, and that there are means open to him of rising in the world other than by the career of a fortunate soldier or of the chance favourite of Princes. And what has been the result of this discovery to him? Has it made him more indolent, less inclined to labour, more content to be satisfied with the mere existence which he can now procure with less labour than formerly? I believe there is no one who has any experience in the matter who will not bear me out in saying that this is not the case; the labourer is, of course, more independent, he is in a better position to make his own terms with his employer and that is perhaps sometimes shown in a manner which the employer does not quite like, but as a general rule, I believe, the labourer works far harder and acquires new and more civilized wants in proportion to the high wages he receives. But the effect is not limited to the labourer while he is on the Railway works. Follow him to his own home in some remote Deccan or Concan village, and you will find the Railway labourer has carried to his own village not only new modes of working, new wants, and a new feeling of self-respect and indepeneence, but new ideas of what Government and the laws intend to secure to him, and he is, I believe, a better and more loyal subject as he certainly is a more useful labourer. Let us add to this effect on the labouring population the inevitable and irresistable tendency of Railways to break the bonds of caste and to destroy the isolation in which the various classes and races of natives have hitherto lived, and you have an aggregate of moral results such as may well be the subject of grave thought to those who are interested in the future of India, and more particularly of us who have seen in our own time and on our own continent the vast effects for good or for evil which must follow any great change in the habits of life and of feeling of large masses of the people. Gentlemen, as we came up the Incline to-day two thoughts must, I think, have forced themselves on the minds of most of us. The one was the immense importance to every one who was then travelling, or may hereafter travel up the Incline, of the general truth and honesty with which the work has been executed, and of the order and discipline which are such an essential part of the Railway management. As we ran over the viaducts and spun round the edges of the hills it was impossible to help feeling how much depended on the honesty of masonry buried perhaps many feet deep in the earth, and on the true forging of an axle of a coupling iron, made thousands of miles away by people who rarely heard and seldom thought of India. Works such as we have this day seen, are possible only under a strong settled civilized Government, where truth and honesty in the minutest details of ordinary work are held in habitual honour. But there was another feeling calculated to hush any national pride at such results; it was the feeling of awe from which no man can before in the presence of such striking phenomena of nature, as the vast rocks and precipices among which the Railway winds. One could not but feel the utter insignificance of man in the face of the great features of nature on so vast a scale, and the most thoughtless among us must must have felt inclined to say "not unto us, oh Lord, not unto us, but unto thy name be the glory." Let us trus, Sir, that the blessing of God which has carried the work thus far may rest on the work that it may be such a permanent monument of our rule, as a thoughtful patriotic Englishman may wish to see raised by his nation, and as all who love India whatever their race or creed may rejoice to see completed, not merely uniting distant provinces in one bond of material prosperity, but knitting together distant peoples and races under our orderly and beneficient rule, and thereby advanciug the cause of civilization by means which may be blessed alike to India and to England, and now in the name of Her Majesty's Government I declare the Bhore Ghaut Incline to be open and fitted for public traffic.

Immediately on the conclusion of His Excellency's speech, a salute was fired, the Band also playing.

The visitors then proceeded to luncheon, which was superb in every way. The chair was taken by Mr. J. P. Bickersteth, the Governor sitting on his right hand.

When luncheon was concluded, Mr. Bickersteth, the Chairman of the Great India Peninsula Railway Company, rose and said:—I have a toast to propose which is ever the first among Englishmen and British subjects in whatever part of the world this may assemble. I propose the health of Her Majesty the Queen. (Cheers.)

Mr. Bickersteth next proposed the health of the Prince and Princess of Wales, and in doing so said:—The toast I have now the honor to propose is one which I am sure will be responded to with every honour and the more so as it includes a name which, though as yet scarcely familiar to us, is that of a lady all are prepared to welcome with every token of affection and respect, the

"Sea King's daughter from over the sea,
Alexandra.
Sea King's daughter, as happy as fair,
Blissful bride of a blissful heir."

The health of the Prince and Princess of Wales, and all the Royal Family. (Immense cheering.)

In next proposing the health of his Excellency the Governor, Mr. Bickersteth said—The toast I am now about to propose is one which, among us, needs as little introduction as those which have preceded it, and I doubt not it will be as enthusiastically received. It is the health of His Excellency the Governor of Bombay, the Queen's representative in this Presidency. None of us who were in India at the time will ever forget the unanimous thrill of satisfaction and delight which pervaded all classes of the community when the announcement of the appointment of Sir Bartle Frere as Governor of this Presidency reached the shores of Western India. Great as were the expectations then formed of the advantages which such a Governor would confer on this Presidency, they have not been disappointed: our highest hopes have already been more than realized. I now propose the health of Sir Bartle Frere, and long may his rule be prolonged. (Loud and prolonged cheers.) follows:—

His Excellency returned thanks, and spoke as follows.

MR. CHAIRMAN AND GENTLEMEN,—I thank you very heartily for the honor you have done me in proposing my health. I can assure you that it is no mere official interest which I feel in the prosperity of this Railway. If there is any truth in the theory that those who have known us from our earliest infancy are entitled to a double share of our regard, then indeed I may claim a high place among the earliest friends of the G. I. P., for I believe I can claim the honor of having been aware of its existence earlier than any one else now in this country. It was in the early part of the year 1844 that the idea of a railway to connect Bombay with Tanna, Callian, and with the Taull and Bhore Ghaut roads first occurred to Mr. George Clark, when on a visit with Colonel Turner to a Parsee gentleman well-known and respected among us in those days, the worthy proprietor of Bhandoop. After some months of private discussion the undertaking was formally brought before Government in a letter dated 13th July 1844, and signed by Sir Erskine Perry and seven other gentlemen, among whom you will find the name of our respected friend Juggonath Sunkersett, Esq., then, as now, foremost in anything connected with the improvement of Bombay, and another of your present Directors, Sir Jamsetjee Jejeebhoy, who has been connected with the undertaking from the beginning. I sincerely congratulate them on the completion of a work in which they took so early and intelligent an interest, and I congratulate the Board on having among their number native gentlemen of so much wealth and consideration, whose presence at the Board during so many years forms some counterpoise to the ever changing character of our community in general. The first Prospectus of the "Bombay Great Eastern Railway" as it was then called is dated 15th July 1844, and contemplated a line almost absolutely identical with the present line as far as Callian. This Company, of which Mr. Willoughby subsequently became chairman, merged in the great Peninsular Railway Company which had been got up in 1845 in London. I have reminded you of all these particulars, for I believe to this Railway belongs the honor of being "Princes in India" the first of all the Railway schemes formally laid before the Government in India—the first to break ground when Mr. Willoughby turned the first turf in 1850, and the first to open a portion of its line in 1853. I am glad to think that Mr. Willoughby, who took so much and so great an interest in this line, is still labouring in the council of India for the good of India, and takes, I am sure, undiminished interest in the success of your Railway. But I shall be arrogating too much to myself if I supposed that the kind cordiality with which you have drunk my health was due simply to your kind feelings towards me personally. I feel convined that in drinking the toast you recognized and wished to record your sense of the fact that this Railway Company has ever been regarded by the Government of Bombay with the greatest interest at its very earliest stages, the Government of Sir George Arthur accorded to the scheme an amount of sympathy and intelligent support which has never been surpassed, but which appears to have given the tone to the proceedings of the Government from that time to this. And here let me do justice to our old masters the Court of Directors who appear from the first to have taken a view of the Railway question, what if it appears somewhat overcautious to us, viewing it by light and later experience was liberal and enlightened in the extreme when compared with the views taken at the same time by some of their advisers. I have seen something of the management of other Railway Companies in India, and without drawing invidious comparisons and without flattery to this Company, I can honestly congratulate all who are connected with it on the highly efficient and successful general management. Much no doubt is due to the distinguished ability of the engineers, the late lamented Mr. Berkley, and Mr. Graham, who has so efficiently supplied his place, much no doubt is also due to the judgment, tact and good feelings of the Consulting Engineers, Colonels Crawford and Rivers, but I believe much is also owing to the Local Committee of Directors, a feature I believe almost peculiar to this among Indian Railways, and I cannot help attributing much of good management, and harmonious working with Government as well as with their own servants to the existence of an influential body of Directors, possessed of full local knowledge and having the confidence of the shareholders of the Railway officers, and of the Government. I would beg very sincerely to congratulate them in the name of Her Majesty's Government on the completion of the great work of the Bhore Ghaut Incline, and with your permission, Mr. Chairman I will propose a toast which I am sure will be most cordially received by all present.—"Success to the Great Indian Peninsula Railway Company."

The Honorable Mr. M. H. Stott, in acknowledging the toast on behalf of the Company, spoke as follows:—

LADIES AND GENTLEMEN,—I beg to tender to His Excellency the Governor and to this great assembly our warmest acknowledgments for the honor which has just been paid to us. We accept your congratulations, and we return you our heartfelt thanks, but we cannot take to ourselves any share of the credit due to those by whom the great work, the completion of which we have this day met to celebrate, has been carried out—let us give honor to whom honor is due, and in this case, it is due to that noble band of Engineers, who, led by our late lamented friend, Mr. Berkley, have toiled on through all these long years, quietly and steadily facing and overcoming every obstacle, and struggling on until they have attained this day's triumph. It would not become me to speak of what these difficulties have been; the least scientific amongst us can, after to-day's experience, form some idea of their number and magnitude. The most scientific confess their inability to express adequately their admiration of the marvellous skill and untiring energy which have overcome them. His Excellency has to-day paid a fitting tribute to the memory of the great Engineer who designed these works, and whose loss we all so greatly deplore. The works themselves form his most fitting monument—it is to the living, however, that it is now my pleasing duty to ask you to do all honor, to Mr. Graham, the present Chief Resident Engineer, whose earlier career was so closely associated with Mr. Berkley, who labored with him on these works at their very commencement, and of whom I can say no more than that he has proved himself a worthy successor of his lamented chief. I would greet Mr. Graham to-day, not only as the able chief of the engineering staff of the Company, but, and I am sure I speak for many present, as a warm friend, as one who by his genial kindly disposition has endeared himself to all, whether employés of the Company or not, with whom he has been brought in contact. I ask you now to drink Mr. Graham's health with every honor.

Mr. Graham responded to the Toast in the following terms:—

LADIES AND GENTLEMEN,—In rising to return thanks for the honor you have done me in drinking my health, I feel that I have special claims on your indulgence, for, amidst the triumph and success of this day, there is with me and with every one connected with the Railway, one feeling of deep and sincere sorrow that he who designed and so far carried out these great works did not live to see their completion and reap the honors he had so well earned. I am very far from insensible of the honor of having my name connected with these great works, and I gratefully acknowledge the kind terms in which Mr. Scott has proposed my health, and the cordiality with which the toast has been received by this assembly, but I feel, and I am sure, that every one present will share my feelings, that the name which should have the prominent place this day in connection with the office I have the honor to hold, is that of Mr. Berkley,—of him, who, for so many years devoted all his energies and high abilities to the welfare of this Railway, and to establishing that important link of communication, the completion of which we celebrate to-day. And I cannot but feel that though he is no longer among us he has still shared in the triumph of this day, for sure I am that his name will find a place in the history of this country, and though his duty may have led him along a less exalted path, will be enrolled among those of the great men who have sacrificed their lives in the earnest and faithful discharge of their high duties, and to their eager desire to see the accomplishment of the good works they had set their hands to do; and I think that no one will deny that among such good works few can have a higher aim than to break down the obstacles to the communications of a country, to open the gates to commerce and all its attendent good, and in doing so, to raise up in this country a lasting monument of British skill and British enterprise. Such was the object Mr. Berkley had before him and he did it thoroughly. From the earliest date he steadily kept in view the object of surmounting the Ghaut by the best continuous Locomotive Incline it was possible to obtain, and although in those early days of Railway enterprise some who were staggered at the magnitude of the undertaking, hesitated to admit the necessity of that course, I think those who have observed the great increase of traffic during the last few years, and the growing importance of the communications between Bombay and the interior of the country, cannot doubt the soundness of this policy and the wisdom of Government in adopting and supporting it. The result of this policy you have seen to-day in the easy passage of this large assembly up the Ghaut by one continuous ascent, the greatest, I believe, that has ever been accomplished by a Locomotive Train. I will not now detain you with details of some of the principal Inclines in the world, such as the American Incline across the Allighany mountains on the Baltimo and Ohio Railway, the Semmering Incline between Trieste and Vienna or the Giovi Incline between Genoa and Turin, suffice it to say, that the Bhore Ghaut Incline is as favorable for transit as any of them, and if the highway of communication is at least as important as those I have just mentioned, it is satisfactory to know that this Incline will bear a favorable comparison with those which have been opened since this one was projected, and have been working for the last few years with perfect safety and success. These advantages could of course only be obtained by very heavy and expensive works. Many of you have seen these in operation and can appreciate what has been done, but the traveller, as he glides along will hardly be conscious of the magnitude of the works he is passing over, and will little think of the labour, thought, and anxiety expended upon them during the seven and quarter years of their construction. Our work of construction is now over, and at such a time we cannot but think with sorrow that our hopes and expectations that Mr. Robert Stephenson whose kindly advice and counsel in our early proceedings Mr. Berkley was ever anxious to acknowledge would some day visit these works were destined never to be realised. He who encouraged us in our difficulties would have been the first to rejoice with us in our success, and his approval of our works would have been our highest reward. It would have been most gratifying to me and to all connected with the Railway, if Mr. George Berkley, Mr. Stephenson's successor as consulting Engineer could have been present to-day, but it was out of his power to leave England at this season of the year, and I can only hope that he will take an early opportunity of visiting these works in which he cannot fail to take a deep interest. Had Mr. Berkley been spared to be present the public opening of this Incline, I know how gladly he would have seized the opportunity of acknowledging the services and assistance he had received from those who had labored with him in carrying out his designs. To Messrs. Tate and West, the Assistant Engineers, the highest credit is due for their indefatigable exertions and their unremitting attention to the laborious duties of their office. It is to their care and skill in setting out the works over this most difficult country, that the beauty and accuracy of the curves and line which cannot fail to strike even an unprofessional eye are mainly due, and I am sure that the contractor's managers and agents, who can best appreciate their exertions will gladly acknowledge the cordial assistance they have received from them in the prosecution of these works. But above all Mr. Berkley's thanks would have been most warmly given on this occasion to Messrs. Adamson and Clowser, who, either as Assistant Engineers or contractor's managers, have been connected with the Incline from its first commencement. The high sense which the Directors and the Government entertain of Messrs. Adamson and Clowser's services have been fully expressed in the address of the Chairman, and in the complimentary and most gratifying terms in which His Excellency the Governor was pleased to refer to them. They need no further eulogy from me, but in congratulating them upon the completion of their great undertaking and the honor they have won for themselves in the conduct of the works, I will only add that I am sure it will ever be a source of the highest satisfaction to them to feel that in their kindness and liberality to their workmen, in their large-minded and liberal management, in the good faith they have kept with the Company in point of time, notwithstanding the unexpected difficulties which arose at the last moment, and in the admirable manner in which all the works have been finished, they have worked in the spirit in which Mr. Solomon Tredwell would have had them work, and that while gaining for themselves a name and character which will not soon be forgotten in this country, they have worthily maintained the high reputation of the Tredwell's name. To the European agents employed on this contract, whose untiring energy and cordial interest in the works have contributed so much to their successful completion, I beg to offer my tribute of approbation and my sincere good wishes for their future welfare. I am sure that all who have engaged upon these works will ever look with pleasure and satisfaction on their connection with this great undertaking. To some of us indeed it will bring back sad memories of the past, for we shall mourn the loss of friends endeared to us by ties of long friendship and professional association, and we shall think of some who here have borne with us the burden and heat of the day, but who now rest from their labours. Looking back on the last contingencies attending the construction of such works as these, and remembering that visitation of cholera which for one whole season nearly paralized our arrangements and showed how dependent we were on a higher power, we cannot close our labours without a deep sense of thankfulness to that merciful Providence who has permitted us to bring our work to a successful issue, and I trust that this work now handed over for the public service may prove a blessing to this country, and an additional bond of union and good-will between our countrymen and the people of this great Empire.

Mr. Bickersteth then proposed the health of Messrs. Adamson and Clowser, the Contractor's managers, who have conducted the Works of the Bhore Ghaut Incline, and spoke as follows:

I know you will gladly join in the toast I am now about to propose to you: it is the health of Messrs. Adamson and Clowser, but for whose extraordinary and most successful efforts we could not have had the pleasure of meeting here to-day. After long previous services as the Company's Superintending Engineers on the Bhore Ghaut, for more than three years past they have labored with an energy nothing could daunt in the actual prosecution of the works. During this time they have bored through mountains of the hardest basalt, and bridged over deep chasms with structures as graceful as they are substantial, and have overcome difficulties the magnitude of which those who have only seen the finished line, the result of their labors, can scarcely conceive. It is not only for their constructive skill that Messrs. Adamson and Clowser, deserve our praises; the highest credit is due to them for the admirable arrangements they have always made for the prompt and honest recompense of the native laborers employed under them. Those arrangements have given such satisfaction to those for whose benefit they were devised, that natives from all parts of the Presidency and from beyond its limits have crowded to the works; and whatever difficulties others have encountered, Messrs. Adamson and Clowser have always been able to command the labor market. How intimately the late Mr. Berkley considered Messrs. Adamson and Clowser connected with this, his greatest works, is touchingly manifested by the desire he expressed on his death-bed, that seals with the words "The Bhore Ghaut Incline" and the date of his death should be given to each of them. Had he survived to see this day, he would have been the first to do them honor, and would have told you in language I cannot attempt to imitate, how efficiently they have carried out all his plans. With the names of Messrs. Adamson and Clowser I will ask you to associate that of Mrs. Tredwell, the lady whose agents and managers they are. Mrs. Tredwell within a month after her arrival in India with Mr. Tredwell was left a widow in a strange land, and far from all her own friends. In these trying circumstances, with a firm resolution which is often found when least expected, and though such a course could in no way benefit herself, she determined that her husband's name should still be connected with the Bhore Ghaut Incline, and his contract be fulfilled; and herself for several months, and until arrangements were made with Messrs. Adamson and Clowser, superintended the works by her presence, animating and encouraging the staff of overseers and others who had accompanied Mr. Tredwell from England, some of whom were, not unnaturally, alarmed and dispirited by his unexpected death, and early victim to the climate in which he and they had just commenced their labors.

This toast was acknowledged by Mr. Adamson in the following appropriate terms:—

LADIES AND GENTLEMEN,—In rising to return thanks on the part of Mr. Clowser and myself, for the high honor which we have this day received at your hands, I should do so with diffidence were it not that we both know that we are amongst men who thoroughly understand the character of our labours, men who were familiar with the natural difficulties of the Ghaut before a foot of the line of Railway had been cut; and who can, therefore, the more readily understand the nature of the obstacles which we had to remove or surmount.

Seven and a quarter years have passed away since the ground was first broken on the Bhore Ghaut Incline, brief, however, as it appears, the face of the Empire have been changed; dynasties have been swept away; whole armies have been destroyed, and the power from which we received permission to construct a line of Railway up the face of this Ghaut, has become simply one of the vestiges of Oriental history. But the revolt which reddened the plains of Hindostan, and the revolution with which the rapacity of rebellion was avenged never for a moment, disturbed science in carrying out the great work which English enterprize had inaugurated; and for the completion of which English capital and English honor had been pledged.

We knew that in the vicinity of our Railway, there would be no rebellion. Experience had taught us in other lands, that well remunerated toil, like security, would make repose more sweet; and instead of suspending our labours, we eagerly availed ourselves of the aid which the ravages of war and famine directed to the place where it was known a hard day's labour procured a good day's wages.

All men who could work were cheerfully employed and the little youngster, scarcely heavier than the stone which he carried, and sometimes more diminutive than the basket which he bore on his head, if he only did an hour's labour was remunerated in proportion to the value of the work he had performed.

The news of the system pursued with regard to labour and its price, circulated far and wide; and the consequence was, that our Bhore Ghaut Contract from the commencement to the end always swarmed with labourers, from the skilled artizan of the city to the rude denizen of the Ghaut jungles whose highest triumph of mecha-

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nical skill hardly reached higher than a basket of bamboos.

Women and children have all borne their part in the construction of the Ghaut Incline, and if they had not been employed we could not have seduced away the masculine muscle of remote villages; our instructions to our agents were that they were to employ all who could pick up a stone, or carry away a basket of earth. By adopting this course we infused love into labour, and this, as we all know lightens toil whether it be in the harvest fields of England or amid the sullen solitude of Indian jungles.

We never wronged labour of an hour; and the consequence was that we could have had the village grandfathers and grandmothers down to aid us if we had deemed it expedient to incur the expense of doolies to convey them to their work.

The natives of India like the natives of England can and will work well, if they are well and regularly paid; and it was by adopting the system of giving value for value that the triumph of this day has been achieved. English soldiers know how native soldiers can fight, when they are properly led, and English Engineers will also bear testimony to the way in which Indian workpeople can toil, when their industry is properly directed, and fairly remunerated. English science and English capital constructed this Ghaut Incline; but Sir and Gentlemen, let us ever bear in mind that it was native muscle that sustained the wear and tear of the gigantic work which you have this day beheld, and that it was native endurance that bore the heat and burthen of the day, which would have triumphed over all the thews and sinews which the Anglo-Saxon race could have sent to these shores. But it is not alone the Asiatics who have performed marvels. Every European connected with these works has done his duty as our countrymen alone can do when their hearts are in their work.

In a large undertaking of this character it was necessary that the supervision should be of the closest and most exacting character, as upon the connecting links of the system the success of the whole depended.

It is therefore with pleasure on my own part and that of my colleague that I mention publicly the great benefit which the Ghaut Inclined has derived from the exertions and vigilance of Messrs. Lean, Donohoe, Waites, Eggleston, Blisher, Elvins, Stockholm, Rothwell, Langram, Townsend, Watson, Nichols, Hoadley, Meachem, W. Donovan, J. Donovan, Windle, Skilliter, Nowell, Jowett, Machin, and McPherson, from the last named gentleman we have received the aid of professional skill combined with large and varied practical experience. Neither must we forget to mention our acknowledgments to the Resident Engineers, Messrs. West and Tate, who identified themselves with the work; and in the success of the Bhore Ghaut Incline, recognised their own triumphs as Railway Engineers. Both gentlemen cordially co-operated with us and materially contributed to the success of the undertaking. To the Chief Engineer, Mr. Graham, and to all the officers of his departments our best acknowledgments are also due. Mr. Graham followed in the wake of his predecessor and supported us whenever and wherever aid was required.

To the Secretary and his Departments; to the Directors and to Colonel Rivers, the Superintending Engineer on the part of Government, our best thanks are due. They appreciated our labours, sympathized with our difficulties, and lent us a helping hand whenever it was required. More than this need not be said. We are fully sensible of the kindness *of all*, and if words are wanting to express our gratitude, the will must be taken for the deed.

All officers connected with the construction of the G. I. P. Railway whether on the part of Government or the Company, vied with each other in lending us assistance and contributing each in his own way, to make the ascent of the Bhore Ghaut by means of a Railway and Locomotive power, one of the scientific feats of the century.

Having now Ladies and Gentlemen named, I think nearly all who have distinguished themselves in connexion with the work which has this day taken its place amongst the triumphs of science, I must now proceed to fulfil a less pleasing task; but as it is an imperative duty, you will, I am sure, sympathize and bear with me if I fail to do justice to the memories which I am now about to invoke from beyond that bourne whence no traveller returns.

To the genius of the late James Berkley India owes the magnificent Railway work which has this day been inaugurated. His eye had no sooner traversed the Ghaut from its base to its summit, than his mind conceived the Railway Incline by which you have this day ascended the Western Ghauts. The intuition of genius told him it was practicable, and he gathered together the agencies and elements by the aid of which the Bhore Ghaut Incline has become one of the greatest scientific facts of the age. In the meridian of his life he looked forward to this day as the not unworthy culminating point, of one of the most brilliant professional careers which is to be recorded in the biography of our country, luminous as it is with the lustre of genius. He, however, died before the great work was finished, although to him the Incline was completed before even a line of the design had been laid down on paper when the surveys and sections were finished the combined light of genius, and science had daguereotyped on his brain; the impression of the work over which you have this day passed. Well indeed might he have exclaimed "to die so young," not in the fear of death but in the despair of genius.

The other victim seized by the stern destroyer was Mr. Solomon Tredwell, a gentleman qualified in every way to carry out the designs of the Engineer in Chief. He also was lured to this country by the hope of fame, rather than by the thirst after fortune.

As the industry of his youth had borne golden fruit, and placed him high amongst those whom wealth delights to honor; but he too was called away when fortune wore her sunniest aspect and in the flower of his age.

Mr. Solomon Tredwell was, in every respect, a representative man. He was a fine type of the middle class Anglo-Saxons, the men who have won for England her most imperishable laurels in science, art, and literature. To them the greatest obstacles which impede the progress of modern discovery appear, simply as so many incentives to exertion. They plant their banners on the highest mountains; they change the course of rivers, and leave the trail of thought and the medium of communication along the beds of seas, and oceans. To men like the late Solomon Tredwell the word *impossible* is unknown, they look at the perfection of creation, follow the laws of unerring science, and in persevering and well applied toil, arrived at that goal which all of us seek to attain, *Success!*

His indeed was the kind heart, and the liberal hand; he had toiled himself and he knew how sweet was the reward of labour, hence it was that he was loved by those he employed, and trusted by the capitalists who wished that their wealth should be directed into lucrative channels of circulation.

Wherever Railways are known, on the Alpine Viaduct, across the English morass, in the Australian bush, and in the heart of the Indian jungle, men are to be found, in scores who in days gone by received a fair recompense for either rude labour or mechanical skill, from *a* [illegible] which will be as intimately connected [illegible]ilway success, as the name of Watt with [illegible]m Engine, Arkwright with the Spinning [illegible] or Stephenson with the Locomotive. [illegible]eed might the noble eulogy of England's [illegible] bard be applied to Solomon Tredwell.—

"He was a man: Take him for all in all"
"We shall not lo k upon his like again."

[illegible]e died the honor of completing the In[illegible]volved upon my colleague and myself, [illegible]nd here before you grateful to you all for [illegible]g us as you have done, and above all [illegible] thankful to the Creator of the Universe who has spared us to do his work, so that the light of truth, science, and civilization, may penetrate into the darkest nooks of the Globe. Again allow us to thank you most heartily, and sincerely for all the honor we have received at your hands this memorable day.

Mr. Taylor, Barrister-at-Law, proposed the health of Lieut-Colonel Rivers, the Consulting Engineer of Railways, and in doing so, spoke as follows:—

The honor of proposing the next toast in the order of the day, has been entrusted to me; it is that of the "Consulting Engineer for Railways," and when I couple with it the name of Colonel Rivers, I am certain I shall meet with your concurrence and approbation. It is not my intention to engage your time, or offend his delicacy, by entering into minute details of his merit or capabilities. You have heard from the lips of His Excellency the Governor, this day, expressions in approval of Colonel Rivers, far more gratifying to his feelings, than any language I can employ. But I cannot be wholly silent. You are well aware that extremely onerous and important duties are entrusted to the Consulting Engineer to Government, so onerous and important, that no man deficient in the requisite knowledge and experience can possibly, (at all events under the present regime) long retain a post of such distinction. The reputation which Colonel Rivers enjoys is the best interior of his worth and capacity. On the part of the Directors of this Company, I am bound to say, that the unvariable affability of disposition, and the ready willingness with which Colonel Rivers has at all times imparted to us his knowledge and experience upon subjects under discussion, has secured to him our high regard and esteem, and we trust, that the guests assembled on this memorable occasion, will join with us in wishing all health, prosperity, and honor to Colonel Rivers.

Colonel Rivers briefly acknowledged the toast.

The "Health of the Guests" was duly proposed and responded to.

There was much complaint and dissatisfaction amongst the native gentlemen invited to the opening at the arrangements made, as few of them were able to reach Lanowlee till after the ceremony was over. The last train with the native visitors did not reach Bombay till it was half-past one in the morning.

Official narrative of the operations on the Bhore Ghaut Incline, from their commencement in 1850 *to their completion in March* 1863.

The general character of the Syhadree Mountains or Western Ghauts is well known to be that of an abrupt and lofty volcanic scarp; the height of the lowest point of the margin of which is about 2,100 feet above the sea. Levels have been taken to remote points along it, and it will be interesting to invite attention to the remarkable uniformity of altitude which has thus been disclosed.

Bhore Ghaut at Lanowlee...	2,037
Kussoor Ghaut	2,149
Malsej Ghaut............	2,062
Thull Ghaut	1,912

feet above the level of the sea.

From the line of its main direction, mountainous spurs of various lengths and altitudes project westwards into the Concan, and eastwards into the plain of the Deccan. The spurs upon the latter plain increase the height of the Ghauts, in some places to as much as 5,000 feet above the sea, and they constitute the chief part of the water shed ofthe large rivers which flow diagonally in a south-eastern or nearly eastern direction across the Peninsula. As the Ghauts lie parallel to the line of the sea coast, from which they are distant only about 30 miles, they present an immediate and very serious obstruction to communications from the ports to the interior of the country. The natural disadvantages of such a physical feature have long been manifest in the character of the existing roads by which the range is surmounted.

There are two main roads by which the wheel traffic from Bombay ascends the Ghauts. These are the Agra Road up the Thull Ghaut and the Poona and Calcutta Road up the Bhore Ghaut. At the former the difficulties of the ascent have, within the last ten years, been lessened by the construction of a metalled road of easy gradients,—the laying out and construction of which does credit to the Engineers by whom they were effected.

At the Bhore Ghaut, the road—though it does credit to the age in which it was constructed (being the first metalled Ghaut road constructed on this side of India)—is far from from being easy of ascent: The gradients are steeper and the curves more acute and numerous than in the Thull Ghaut. With the exception of these two roads, there are no passes for wheeled traffic from Bombay to the interior of the country along a range of 220 miles of the Syhadree mountains. There are a multitude of so called Ghauts, viz. precipitous foot paths for natives, and steep winding rugged tracks for pack bullocks; but with such wretched communications as these it is impossible to estimate the loss and drawback upon the prosperity of a country which this fordidable barrier has entailed.

Considering the disadvantages which the obstruction of the Ghaut range present, there are perhaps no undertakings of more urgent importance and greater public value than the Railway ascent of the Thull and Bhore Ghauts; for until these are complete, it will be impossible for the country, and this Port and Presidency in particular, to enjoy the full benefit of the Railway communications which have been projected. It would be out of the power of any man, however well-informed, to estimate the advantages which must accrue from a Railway transit at the Ghauts; but let any one who wishes to form some conception of them, take his post for a while upon either the Thull or Bhore Ghaut, and witness for himself the amount of traffic and commerce which are even now, by dint of their own energies, struggling to overcome the physical impediments of the country; and let him there contemplate the many difficulties, the undue cost, the serious contingencies, the great loss, and the inevitable delays which these obstructions throw upon the conveyance of every ton of goods, either in the export or import trade of this side of India.

Upon the arrival of the Engineers of the G. I. P. Railway Company in India in 1850, the Malsej Ghaut Railway ascent first engaged their attention, but the route presented such formidable difficulties, that it had to be abandoned, and with it the general system of line of which it was a feature. It therefore became necessary to explore the Ghauts fully with a view of discovering some better means of ascending them. The merits of the various routes proposed were fully discussed; the investigation occupying the better part of four years, and resulting in the selection of the Bhore Ghaut as the route for the main South Eastern Line of Railway. The Bhore Ghaut was one of the first routes examined, and in 1852 a line had been laid out, of which the following is a brief description taken from the late Mr. Berkley's memorandum. At its base it crossed some low ground on the left margin of the Oolassa river, near the village of Pardusdhurree, and proceeded along the northern flank of the large mountain spur which projects from the main Ghaut escarpment near Khandalla. It ascended the mountain side, crossing several spurs of the Soangiry hill above the village of Newallee, rising along the upper edge of a basaltic dyke, above the village of Bhir to the Khind call Mhow ke Mullee. This pass is a narrow, low ridge in the spur, the sides of which are very steep. It is a very confined spot, which any line ascending the Ghaut by this spur must traverse. The first Incline then curved through the projection of the Khumnee hill, which crosses its direction. Emerging from this hill it ascended the acclivity of its eastern flank, and reached the surface of a long cess or natural terrace, near the small village of Thakoorwada; thence for two miles it ran almost upon the surface of the ground to Gambernattee, where the terrace is abruptly broken through by two precipitous rocky ravines. These were crossed by the Incline, which then entered the continuation of the same terrace, whence it climbed up the scarp of the hill to the mountainous projections called Nathha Dongur, through which it curved, and passing over a deep rocky chasm, and through another projection of the mountain flank, entered upon the long level Khind or depression in the crest of the ridge, forming another point which must be traversed by any ascent up this spur: for it is the highest connecting link between the spur and the hills which attach it to the margin of the main Ghaut. From this Khind as a base, an Inclined Plane of 1 in 20, and 1½ mile long, for Stationary Engines, was first laid out along the eastern side of the Shebee hill, passing under the mail road, below the old temple, and then up the mural precipice of the main Ghaut escarpment to its crest on the flat ground below, and to the north of Sir Jamsetjee Jeejeebhoy's bungalow.

This was the summit of the Stationary Engine Plane. From that point the line passed by a tunnel under Sir J. Jeejeebhoy's grounds to the fields on the north of the Khandalla tank, whence it turned into its proper direction, and crossing the mail road about ½ a mile above Khandalla, ran up the main nullah course to the summit of the Incline, near to and below the village of Toongurlee. The length of this Incline was 13½ miles. Its total rise was 1,796 feet, its cost was estimated at £483,900 or £35,800 a mile. The most objectionable feature in this line was the Stationary Engine Plane.

When after the rejection of the various alternatives proposed, the Bhore Ghaut route was finally decided on, the railway Engineers renewed their study of its features, and several alterations resulted. An entirely new route was adopted along the lower four miles of the Incline, the gradients being flattened, and the amount of work reduced as compared with the first route. This alternative line skirts the foot of the spur, and then turns at its S. W. angle below Soangiry hill to its southern flank, up which it ascends to Mhow ke Mullee, the Khind which has been already described. The direction of this part of the line was so altered by this means, as to admit of its being carried round the very angular projection of the Khumnee hill further northwards, where the surface of the ground was of a more favourable level and contour. A great reduction was thereby effected in the extensive works upon that portion of the former section. From Khumnee hill to the Khind at the foot of the Incline Plane the course of the original line was very slightly altered, but from that point it was entirely changed for the purpose of obtaining increased length, and thus flattening the gradients. This was accomplished by adhering for some distance to the side of the great ravine below Khandalla by sweeping round the western slope of Sheebee hill, passing over another dip in the crest, by crossing the head of the lateral ravine below the Bhore Ghaut mail road, and by perforating by a long tunnel the bold and lofty projection upon which Mr. Adamson's house now stands.

Emerging from this tunnel the altered Incline ran up the precipitous escarpment on the left margin of the great Khandalla ravine. It crossed the deep gorge which lies close to and on the western side of the Traveller's Bungalow, entered a long tunnel through the rocky ground behind it, and spanning a second gorge, it passed through some high ground by another long tunnel and heavy rock cutting. Beyond this it took the direction of one of the tributary nullahs, and rose to a newly selected summit near the village and beautiful wood of Lanowlee. By means of this alternative route the Stationary Engine Plane was dispensed with, and for it the comparatively flat gradients of 1 in 36 and 1 in 37 were substituted, which being within the limits of experience, rendered the use of Locomotive Engines practicable throughout the Ghaut Incline. The works, however, in the upper portion of the Incline were very much increased. Its length was 13¼ miles, and its estimated cost augmented to £633,862 or £45,684 per mile. which exceeded the estimate of the previous line by £144,962.

In the performance of these operations, it occurred to the Engineers that other and still greater improvements were practicable by introducing two Reversing Stations. One was contemplated at Mhow-ke-Mullee and the other very close to the mail road, and only a short distance above the Ghaut toll-house. By these means it was hoped to accomplish both the further flattening of the gradients, and a considerable reduction of the very heavy works upon the upper four miles of the section. These alteratoins were next entered on; at Mhow-ke-Mullee the efforts to improve the line by this expedient proved unsuccessful, in consequence of the rapid declination of the flank of that hill, which deterred the Engineers from selecting ground of a suitable level for extending the line in a northerly direction, or for the establishment of a Reversing Staion. The attempt was, however, more successful in the upper situation, near the mail road, for by means of it, gradients of 1 in 36, 1 in 37, and 1 in 40 were flattened to 1 in 38, 1 in 75, 1 in 40, and 1 in 42. The short sharp curve of 10 chains radius was then made use of, but as it was near the station, and upon an incline of 1 in 75, the objections to it were much mitigated, and its adoption was justified by the many very great improvements which were effected in the Ghaut Incline. This alteration increased the length by about three quarters of a mile, making the Incline 14½ miles long. It moreover diminished the estimated cost to £597,222 or £36,640 less than the last design, and the mileage cost to £41,188. This improvement was accomplished in the year 1854, and in 1855 the last alteration was made in the design by a deviation of great merit. The Reversing Station was then carried down across the mail road in the hill opposite to the toll-house, and thence it ascended along the side of the Battery hill, recrossed the mail road a second time traversed the head of the large ravine under the mountain called "the Duke's Nose," entered the tunnel through the same hill as before, pursued the same course along the precipitous scarp of the great Khandalla ravine, but instead of proceeding to the back of the Travellers' bungalow, it swept round the side of a lateral ravine through Khandalla village, and bisecting the tank struck into very nearly the same route as the original line. This final alteration presented manifest advantages. It lifted the level of the line where it encounters the heavy ground, and thus the level of Khandalla, 1,745 feet above high water level, was attained. It greatly reduced several very heavy and costly works; it lengthened the line by 52 chains; eased the 10 chains curve to one of 15 chains radius; shortened the 1 in 37 gradient by nearly two miles, and made it possible to establish the present station at Khandalla. The Bhore Ghaut, as now constructed, is 15¼ miles long; the level of the rails at its base is 195 feet above the sea, and at its summit 2,027 feet, so that the total elevation surmounted by this Incline in one long lift is 1,832 feet. Its average gradient is consequently 1 in 46·39*

The gradients of the Bhore Ghaut Incline, which are all ascending, are as follows:—

	Miles.	Chains.
1 in 37	1	38·51
1 in 40	8	4·85
1 in 42	1	11·36
1 in 43·164....................	0	30·83
1 in 50	2	50·12
1 in 50·03	0	39·15
1 in 75	0	27·45
1 in 330	0	23·00
Level	0	75·74
Do. at the Reversing Station..	0	20·50

The Curves upon it are:—

	Right. Miles.	Right. Chs.	Left. Miles.	Left. Chs.
15 Chains Radius......	0	22·45	0	0
20 ,, ,, ...	0	10·80	0	17·69
22 ,, ,, ...	0	4·00	0	0
24 ,, ,, ...	0	12·00	0	6·00
25 ,, ,, ...	0	10·00	0	0
26 ,, ,, ...	0	19·00	0	0
28 ,, ,, ...	0	55·65	0	22·00
30 ,, ,, ...	1	69·18	2	48·72
33 ,, ,, ...	0	0	0	13·00
40 ,, ,, ...	0	68·12	0	25·51
48 ,, ,, ...	0	36·21	0	35·23
60 ,, ,, ...	0	19·93	0	27·14
62 ,, ,, ...	0	10·00	0	0
80 ,, ,, ...	0	36·07	0	44·00
Straight.................	5	34·94	0	0

The works consist of 25 Tunnels, of the following lengths:—

No.	Miles.	At Chains.	Length in Lineal Yards.
1	1	17	66
2	1	22	132
3	1	65	121
4	1	68	29
5	1	72	136
6	2	62	143
7	2	73	286
8	3	30	291
9	3	53	282
10	3	79	49
11	4	56	140
12	4	61	50
13	4	73	437
14	5	10	105
15	7	39	81
16	7	44	198
17	7	58	55
18	7	64	63
19	7	68	126
20	8	51	79¾
21	8	74	71
22	9	22	282
23	9	50	256
24	11	68	341¼
25	12	38	66

Lineal Yards lined:—

15 tunnels	13¼
19 ,,	77
20 ,,	17¼
23 ,,	124¼
24 ,,	15
25 ,,	66

The total length of tunnelling is 3,986 yards, exclusive of arching in No. 4 Cutting.

There are 8 Viaducts, of which the dimensions are given in the following list:—

No.	Miles	At Chs.	Arches.	Height of Rail. Level.
1	3	17	8 of 50 ft.	129
2	3	42	6 of 50 ft.	98
3	3	67	4 of 50 ft.	77
4	3	71	4 of 50 ft.	98
5	4	47	8 of 50 ft.	143
6	9	38	6 of 40 ft.	88
7	9	43	4 of 30 ft.	48
8	11	31	10 of 40 ft. } 1 of 60 ft. }	59

The total quantity of Cutting amounts to 2,067,738 cubic yards. The largest Cuttings contain respectively—

Cutting No. 8	54·264
20	90·739
21	57·212
36	103·350
43	110·960
47	124·050
77	119·560

The greatest depth of Cutting is 70 feet on centre line and at the faces of No. 24 Tunnel, 110 feet in depth.

Embankments amount to 2,452,308 cubic yards. The heaviest Embankments contain respectively—

Embankment No. 2	176,538
3	155,301
5	195,288
8	864,805
9	124,836
15	190,192
41	250,940

Their maximum height is 75 feet on the centre line at No. 5 and 8.

There are 22 Bridges of various spans from 7 to 30 feet and 74 Culverts from 2 to 6 feet span.

The estimated cost of the Incline was £5,97,222 or £41,188 per mile, but from various causes this has been exceeded, and the actual cost will be little, if at all, under £1,100,000 or 68,750 a mile. The line a double one throughout the whole length of the Incline, which is divided into four portions by by three Stations intermediate between Lanowlee and Deolee.

Expended by Mr. Faviell ...	£1,91,973
Ditto Departmentally...	44,138
Ditto by Mr. Tredwell up to end of Feb. 1863..	7,34,934
Stores and Permanent way ...	1,06,917
	£1,077,962
ADD Estimated Expenditure during March and April	30,000
	£1,107,962

The first of these commencing from the bottom, is at Thakoorwada, where there is a safety siding (communicating with both lines of rails) into which a train or part of a train can be turned should it from any cause be descending the Incline towards the station too rapidly. This siding is laid on the level for 26 chains and for 2 chains with an ascending gradient of 1 in 50; any train on entering it could easily be brought to a stand still.

The 2nd intermediate station is known as the Reversing Station, as the posion of the carriages with regard to the engine will then be reversed, what was the head becoming the tail of the train. The rails in the Reversing Station are laid on the level for a considerable distance, sufficient to ensure a train stopping before it comes to the end. The third station is at Khandalla. Each of the portions into which the Ghaut Incline is thus divided will be worked by Electric Telegraph, Signal boxes being erected at all the stations. No train will be allowed to leave either a terminal or intermediate station until the preceding train been reported clear of the next station. The possibility of collision is thus precluded.

A comparison between the Bhore Ghaut and the two most remarkable Mountain Inclines in Europe will be interesting.

Name of the Incline.	Length.	Total Ascent.	Average Gradient.	Maximum Gradient.	Sharpest Curves.	Total length of Tunnelling.
	miles.	feet.				miles.
Giovi Incline..	6	889	1 in 36	1 in 29	20 chs. radius	2 55
Semmering Incline .... Ascent from Payerback.	13½	1325	1 ,, 47	1 ,, 40	30 curves of 10 chains and 38 curves of 14 chains radius.	2.66
Ditto ditto. Descent to Murruschlag.	6½	705	1 ,, 50	1 ,, 50		
Bhore Ghaut Incline	15¼	1831	1 ,, 48	1 ,, 37	one of 15 and two of 20 chs. radius.	1.44

The Giovi Incline is upon the Turin and Genoa Railway, and commences 7¾ miles from Genoa, a point 295 feet above the level of the Mediterranean and ascends the Appennines.

The Semmering Incline is upon the Vienna and Trieste Railway, and crosses the Noric Alps at the pass of that name.

It is replete with extensive and extraordinary works. The preliminary operations and study of this Incline occupied from 1842 to 1848, a period of 6 years. It was opened in May 1854, its construction having taken 5½ years. Upon the Bhore Ghaut, about 4 years were spent in preliminaries, and the works, have been completed in about 7½ years from the date of their commencement. It must be recollected that in the 4 months of the monsoon, during which about 150 inches of rain fall, no work can be carried on except in some of the tunnels where the work has never ceased night or day.

The construction of the Bhore Ghaut was let by contract in England during the autumn of 1855 to Mr. Faviell, and the work was commenced at the end of the same year. On the 14th of January 1858, the first portion of the Incline (from the summit at Lanowlee to the station at Khandalla, a distance of 2½ miles) was opened for traffic.

In March 1859 Mr. Faviell, from circumstances which it is not necessary to particularise, but which were chiefly brought about by the high price of labour, relinquished his contract. The amount spent up to that time was £210,000, but though much of the surface work had been done, the most formidable parts of the undertaking, the lofty viaducts, the tunnels and the heavy cuttings through rock, were hardly commenced.

The works continued in the hands of the Railway Company's Engineers, Messrs. Adamson and Clowser, until the month of November 1859.

At that time the expenditure had reached the sum of £2,30,000, a greater degree of progress having been made than in any previous monsoon.

On the 15th March the late Mr. Tredwell entered on the works, and operations were commenced most energetically. Only 15 days after the work had fallen into his hands, however, he was attacked by alarming sickness and died. His character and talents are well known; he was one of the most active and able contractors in England, and his decease was felt to be a public calamity.

Had it not been for the spirit and judgment displayed by Mrs. Tredwell, who, in the midst of her affliction, courageously entered on the contract, there is no saying how long the works might have been retarded. Misfortune followed misfortune. A little more than a month later, cholera broke out on the lower part of the Ghaut, and of 10,000 labourers employed on the first 7 miles, only 1,000 were left after a fortnight had elapsed. Of the rest, many had been carried off by the disease, most had fled from fear of it. In February the cholera subsided, and the effects of the visitation were being overcome, when it returned with redoubled violence in March. This time it prevailed throughout the whole length of the Incline, and the progress of the works was almost stopped for the remainder of the season. Occurrences such as these might have disheartened less able managers than the gentlemen who then had charge of the contract works.

In March 1860, Mrs. Tredwell had obtained the services of Messrs. Adamson and Clowser, who had superintended the works from the commencement on behalf of the contractors, who have conducted them ever since, and who are now able to report the triumphant result of seven years' labour and anxiety.

In spite of the difficulties which beset the undertaking, at the close of the working season of 1860, £1,23,000 had been expended by the contractors, making a total of about £3,50,000. During the same year the maximum number of workmen was 77 European and 18,676 natives.

The progress in the Bhore Ghaut during the following working season was quite unprecedented; owing to the excellent arrangements made by Messrs. Clowser and Adamson, even so early as October 18,000 work-people had been collected. In November there were 30,000, and in December and January 42,000. By May 1861, all the tunnels were in a forward state, the progress in the viaducts and rock cuttings was most satisfactory, and the Engineers were able to speak with confidence as to the date of the completion of the work.

The total expenditure then amounted to £6,00,000.

During the following working season, the average number of work-people employed on the Incline was about 25,000, the maximum number being 33,000 in January 1862.

The expenditure during this season was above £2,40,000, and the Chief Resident Engineer reported in September 1862, that there was every reason to expect that by the end of March 1863 the Incline would be opened for public traffic. This expectation has been realized almost to a day.

On the 30th March the first Engine passed up and down the Ghaut, and the opening of the line for public traffic was only delayed for a few days later. Even as recently as December 1862, however, a fresh example of what may be achieved by skill and energy was given. A heavy land slip occurred most unexpectedly, and the whole of one of the open cuttings near the foot of the Incline was filled in. At the last moment, one of the most difficult operations that has been encountered during the progress of the works, had to be undertaken. The cutting thus filled up has had to be mined through, and a gallery of masonry work which forms an artificial tunnel, has been constructed through the mass of *debris* with which the cutting was filled up.

Mr. J. J. Berkley, the designer of this great work, has not been permitted to see its completion. During some of the best years of his short, but useful life, his attention was devoted to this magnificent project, which will remain a noble monument of Engineering skill. He but a short while survived his friend and tutor, the great Robert Stephenson, who was himself intimately associated with these works in their earlier stages.

Among the Engineers who have been employed by the Railway Company in supervision, we find the names of Messrs. Adamson and Clowser, who superintended the works between Khandalla and the foot of the Incline, until on the death of Mr. Tredwell, they took the management of the contract. Mr. Preston, who had charge of the section first opened between Lanowlee and Khandalla, and Messrs. Tate and West, the successors of Messrs. Clowser and Adamson. Mr. Ker, now engaged on the Thull Ghaut contract. Mr. Graham, the Chief Resident Engineer, and many other Engineers who took part in the operations at one time or other.

A Code of Regulations has been drawn up for the instruction and guidance of the special guards and drivers, who are to be retained for service on the Incline, and every provision has been made for the security of passengers and the prevention of accident.

* Inclusive of level at Reversing Station.

LOCAL.

The High Court will be closed from the 1st proximo until the 5th June next, on account of the May vacation.

LAW.

HIGH COURT.

Saturday the 25th of April 1863.

BEFORE THE HON'BLE SIR JOSEPH ARNOULD.

Causes for Trial.

40 Chugoonbhoy Munsookbhoy *vs.* Jayseram Kessonram, part heard.
50 Bhaisett Tricumlall *vs.* Goolabchund Sobhag.
20 Goolabchund Sobhag *vs.* Bhaisett Tricumlall.

SUITS FOR HEARING BEFORE THE HON'BLE MR. JUSTICE COUCH.

For Settlement of Issues.

220 The Hon'ble Premabhoy Hemabhoy *vs.* Vurdhman Poonsey.
237 Dossa Cutchra *vs.* Dulsookroy Ramlall.
238 Ootumchund Manockchund *vs.* Laljee Hemraz.
245 Rustomjee Byramjee *vs.* Alexander Mc'Combe and another.
225 Hyamjee Essajee *vs.* Samuel Moosajee.
242 Veejpall Shamjee *vs.* Thucker Ladha Veerjee.
250 Kerbadjee Hormusjee *vs.* Ragoorjee Ruttonsee.

For final disposal.

231 Sudasook Ramsook *vs.* Dunsook Poonumchund.
258 Bhootu Magbajee *vs.* Pestonjee Jeevanjee.

Cause for trial.

17 Vishnoo Bhiccajee Fudkay *vs.* Ramcrustna Hurry Bhagwut.

S. COMPTON, Prothonotary.
Prothonotary's office, 24th April 1863.

Wines, Spirits, Beer, etc.

PER "J. J. DUSSIMIER."—McCOMBIE AND WRIGHT, Mess and General Agents, have a fresh stock of—
MUMM'S VINE LEAF BRANDY.
MUMM'S first-class CHAMPAGNE, in Pints and Quarts.
Apply at No. 1, Church Gate Street.

CHAMPAGNE IMPERIAL, FIRST QUALITY, JULES MUMM AND COMPANY, RHEIMS, Shipped by J. J. BORDES, ship owner and sole Importer Bordeaux.
The only genuine Champagne of this Brand for sale at the Godowns of McCOMBIE & WRIGHT. Price Rs. 42 per Dozen.

J. & C. WHITE & Co.'s WINES, as follows:—
Sherry, quarts, in 2 dozen Cases.
Port, quarts, in 2 dozen Cases.
Port, pints, in 4 dozen Cases.
Apply at the Godowns of GEORGE S. KING & Co.

ROSSELET & Co., have for sale, sound Claret

J. B. Ducaule	Rs. 18	per doz.
Claret, ditto	,, 12	do.
Brandy, ditto	,, 18	do.
Do. ditto	,, 14	do.
Champagne, Moet and Chandon	,, 34	do.
Do. Justinard and Co.	,, 24	do.

FOR SALE at the Godowns of the undersigned:—
"Marzettis" Champaigne Cyder, per case of 1 doz. ,, ,, 2 ,, Pints.
Henley & Sons ,, ,, 1 ,, Quart.
Bombay, 14th April 1863. ROBERT FRITH & Co.

BASS, AND CO.'S BEER IN WOOD of last Octobe brew, just received, orders registered by
LYON, BROTHERS & Co.

FOR SALE at the Godowns of the undersigned:—
CHAMPAGNE.
Fleur de Sillery, Ernest Irroy & Co...at Rs. 36 per doz. quarts.
CLARET.

St. Julien 1856. Montheuil Franc fils ainé	at Rs. 35	do.	do.
Do. 1858 Do......	,, 30	do.	do.
Chateau Margaux 1856. Do......	,, 35	do.	do.
Do. 1858. Do......	,, 30	do.	do.
Fine Claret 1858. Aug. Meller & Co........................	,, 16	do.	do.
Chateau Milon Hernozant............	,, 16	do.	do.
Do. Leoville Do............	,, 22	do.	do.
Do. Lafitte Do............	,, 35	do.	do.

SPARKLING MOSELLE.
Blumeder Mosel. C. A. Kupferberg. ,, 40 do. do.
VOLKART BROTHERS.

JUST ARRIVED.

JEWANJEE EDJLJEE'S SONS beg to invite attention to the following, just received ex *Salamanca*, *Bonne Marie* and *J. J. Dussumier*, and they would solicit early orders from their constituents.
Chillingworth's Crown Claret; a small consignment.
Brandy, Jules Robin's Henry Monnie's and Dunkin's.
Jules Mumin's Champagne in pints and quarts.
Burgoff's Hock and Moselle in ditto ditto.
John Moir's Jams and Jellies in tins.
Fruits in Brandy and Syrup.
French Patties of every variety.
The names of the suppliers will be their recommendation.
Also a small and choice assortment of Tucker's Lamps, so well and favorably known here.
18th February, 1863.

FOR SALE.—Barton and Guestier's Beychevelle Claret, Ruinart Pere, and Fils' Champagne, A. Tribot Fils & Co.'s Old Cognac, Cortisos' Sherry, also Beaujolais Burgundy, a pleasant light Wine, warranted to keep for years in any climate.
Also a few of Milner and Son's Fire Resisting Safes.
Apply to NOWROJEE MANOCKJEE at Messrs. EWART, LATHAM & Co.
Bombay, 18th April 1863.

COUPLAND & Co. have for Sale the following superior WINES, &c., just received ex *Hadassah* and *Colgrain* from Messrs. TOD, HEATLY & Co., London.

Champagne, superior Sparkling Brand, Tod, Heatly & Co..................................	Rs. 40	per doz.
Do. do. do. Brand a Crown...	,, 35	,,
Moselle, superior Sparkling, extra 1st quality Brand, R. Tod and James	,, 38	,,
Moselle, fine Sparkling Brand, a Crown	,, 30	,,
Sherry, Old Pale, Blue Seal	,, 29	,,
Do. very dry, White Seal	,, 26	,,
Do. superior Old Amontillado, Black Seal	,, 30	,,
Brandy, fine Old Pale	,, 36	,,
Do. do. Brown	,, 36	,,

COUPLAND & Co.

THE UNDERSIGNED can confidently recommend the following Wines, &c., just to hand:—
Very Superior Sparkling MOSELLE.
Do. do. CHAMPAGNE.
SHERRY, Superior Pale dry.
Do. Excellent Golden.
Do. Excellent Pale.
PORT, Old, very superior.
HOCK, Sparkling.
Do. Still.
CLARETS, good Breakfast and Dinner Wines.
MADEIRA, a Select Wine.
BURGUNDY, Red "Hermitage."
Do. do. "St. George."
VERMOUTH, Bitter.
BRANDIES, Sundry marks, well selected.
GUINESS' STOUT, in cases of FOUR Dozen Quarts and SIX Dozen Pints.
5, Forbes Street. ALBERT VINAY.

WINES, SPIRITS, AND BEER, PRICE LIST.—Messrs. TREACHER & Co. confidently recommend a new Batch of Sherries, and would beg to draw attention to their revised list of Wines, &c.:—

SHERRIES—		
Black Seal.........Amontillado..........per dozen	Rs. 28
Bronze do. } White do. } ......Good Dinner Wines.... ,,	,, 24
Brown do. } Yellow do. } .... ,,	,, 22
MADEIRA, very old .... ,,	,, 42
PORT—	
Black Seal—Matured Fruity ......Quarts ,,	,, 30
Do. Do. ....Pints ,,	,, 15
Red Seal ....Quarts ,,	,, 24
Do. Do. ....Pints ,,	,, 13
CLARET—	
Chateaux Margaux........................ ,,	,, 34
Leoville .... ,,	,, 28
St. Julien .... ,,	,, 22
Medoc .... ,,	,, 16
CHAMPAGNE—	
Superior quality...A.DePaul......Quarts ,,	,, 40
Do. ...A.DePaul......Pints ,,	,, 21
Do. ...J.C. Morizet...Quarts ,,	,, 36
Do. ... do ......Pints ,,	,, 19
HOCK—	
Sparkling and Still { Dembar & Jordan / Coblentz Rhine... } MOSELLE do { do. } ,,	,, 38
CRABBIE'S GINGER WINE........................ ,,	,, 21
TREACHER & Co.'s do .... ,,	,, 18
CURACOA .... ,,	,, 42
MARASCHINO .... ,,	,, 40
CHERRY BRANDY .... ,,	,, 30
SPIRITS—	
Brandies, Rs. 18, 24, 30, 36 .... ,,	,,
Do. ...Julies Robins (30 year old) ,,	,, 50
Rum ....Fine old Jamaica... ,,	,, 20
Gin—Old Tom....Booth, London........ ,,	,,
Do.................Hollands, in cases... ,,	,,
WHISKEY..........Glenlivat, Crabbie ... ,,	,, 21

BEER AND STOUT.
Allsopp's and Bass's Ale and Beer, English and country bottle, just to hand, in excellent condition.
GUINNESS' Dublin, BARCLAY and PERKIN' London, and TENNENTS' Stout and Porter, Pints and Quarts.
TREACHER & Co.
BOMBAY, POONA, KAMPTEE, KURRACHEE, AND KOTREE.

MESSRS. CUTLER & Co.'s WINES, &c.—We beg to notify that our Wines, Spirits, &c. are alone and always procurable in Bombay from MESSRS. EDULJEE PALLONJEE BROTHERS, Medow Street, with whom we have made arrangement for their constant sale.
CUTLER & Co

With reference to the above we beg respectfully to solicit orders for these superior Wines and Brandy which need no recommendation from us.

Of MESSRS. CUTLER & Co.'s
(London Bordeaux and Rheims.)
LIST OF WINES AND PRICES.

		Rs. per doz.
Claret	No. 1 ....Black Capsule...	35
	,, Pts..........................,, ,, ...	18
	No. 2 ....Blue ,, ...	30
	,, Pts..........................,, ,, ...	16
	No. 3 ....Yellow ,, ...	26
	,, Pts..........................,, ,, ...	14
	No. 4 ....Green ,, ...	22
	,, Pts..........................,, ,, ...	12
	Medoc ....Red ,, ...	17
	,, Pts..........................,, ,, ...	9
Champagne	Brand Cutler & Co	38
	,, ,, per 2 dozen Pts......	40
	Brand C. & Co. ,, ...	32
	,, ,, per 2 dozen Pts......	34
Moselle	Sparkling Nonpareil	38
	,, ,, per 2 dozen Pts	40
	Sparkling 1st Quality..........................	32
	,, ,, per 2 dozen Pts......	32
Hock	Sparkling Nonpareil..........................	38
	,, ,, per 2 dozen Pts......	40
	Sparkling 1st Quality..........................	32
	,, ,, per 2 dozen Pts	32
Port	Black Seal..........................	28
	,, ,, ...Pts......	15
	Red Seal	24
	,, ,, ...Pts......	12
Sherry	Amontillado ....Black Seal...	32
	Pale Amoroso..........................	30
	Light Golden ....Green ,, ...	28
	Pale..........................Brown ,, ...	26
	Pale..........................Yellow ,, ...	22
	Pale..........................White ,, ...	18
Cognac, Old and Pale, (Black Capsule)..........		32
,, ,, (Yellow ,,)............		26
Gin Old Tom		20
Whiskey, Saucel Malt..........................		22
Rum, Old Jamaica..........................		20
Curacoa	Brown ....in Glass Bottles...	42
	,, ...Pts......	21
	White ....Bottles...	42
	,, ...Pts......	21
Maraschino Di Zara..........................		40
,, ,, ...Pts......		21
Cherry Brandy..........................		30
,, ,, ...Pts......		15

EDULJEE PALLONJEE BROTHERS,
40, Medow Street, Fort, Bombay.
Bombay, April 1863.

ROSSELET & Co., beg to draw the attention of Messes and Outstations, to their beautiful Preserved Dried Fruits, received from Smyrna, by last mail.
Figs, superior quality, a box .... Rs. 6
Raisins, Do. a box .... ,, 6
Rahat Loucoum, (Turkey Sweetmeat), a box......... ,, 6

ROSSELET & Co., have always on hand, a nice choice of Ladies' and Gentlemen's Companions, Pic-Nic, ditto, Travelling Inkstands, Portfolio, Portmonaieo, and Cigar Cases, fine French Stationery.

ROSSELET & Co., received per last mail, a nice Lot of Meerschaum Pipes, from Rs. 10 to 20, Wooden ditto, of different shapes and sizes, Rs. 1 to 4.

ROSSELET & Co., begs to draw the attention of Ladies and Gentlemen to their well-furnished stock of Watches and Jewellery.
They have received a beautiful assortment of Cameo and Mosaic Brooches, Ear-rings, and Bracelets, fine Palanquin Clocks with Singing Birds, and a great variety of French and Atuari (?) cad Clocks.

Auction Announcements.

MESSRS. FRANCIS & CO.

SALE OF COTTON.
On MONDAY next, the 27th instant, Messrs. FRANCIS & Co. will sell by Public Auction, by order of Messrs. Ragoonathdass Budreedass and Sarugram, at 4½ P.M., at Apollo Road, Colaba, in the Cotton depot of Heerjee Nursey—
70 Docras of old Ferozpore Cotton, on account and risk of Khoja Manick Moosa.

On TUESDAY next, the 28th instant, Messrs. FRANCIS & Co. will sell by Public Auction, at their Rooms, a large quantity of Grey Shirtings, Madapollams, and Jacconets, White Muslin, Colored Chintz, T. Red Cloth, one case Plated, Covered, and Brass Single and Double Harness by Wm. Mirrlees & Co., 1 Case ditto, by Chawner and Newman, also Hunting, Gentlemen and Lady's Saddles complete, 1 case Oil Tumblers, 4 Cases Japanned Roans and Enamelled Hides, few dozen of Porter, and Sundry other articles.

On WEDNESDAY next, the 29th instant, Messrs. FRANCIS & Co. will sell by Public Auction, at 4½ P.M., by order of Messrs. Hormusjee Jamsetjee Butteewalla Sons & Co., at Apollo Road, Colaba, in the jaitha of Heerjee Nursey—
51 Candies of new Ferozpore Cotton, on account and risk of Sha Maljee Sewjee.

On THURSDAY the 30th instant, Messrs. FRANCIS & Co., will sell by Public Auction, at 11 A.M., on the Premises, No. 20, Gilder's Street, Grant Road, near Tardeo, the Printing Presses, Types, and all the materials necessary for getting up a Printing Office, consisting of—
2 Columbian Presses.
1 Wooden Printing Press.
1 Hand Bookbinder's Press.
2 Iron Inkslabs.
1 Wooden Inkslab.
53 Pairs Cases.
1 Case Brass Rules, of sizes.
16 Wooden Stools for Compositors.
6 Rollers of sizes.
1 Rack of Cases.
2 do. for Gallies.
2 Office Tables.
2 Office Chairs.
37 Brass Column Rules.
12 Ships.
55 Gallies of sizes.
140 Glazed Boards.
6 Wooden Frames for Cases.
5 Wooden Benches.
6 Letter Boards.
17 Iron Chases.
1 Iron Lead Cutter.
2 American Inkstands.
About 300 lbs. Brevier.
,, 400 ,, Bourgeois.
,, 400 ,, Small Pica.
,, 300 ,, Long Primer.
,, 200 ,, Minion.
,, 10 ,, Pica Antique.
,, 150 ,, Nonpariel.
,, 40 ,, Pica Black.
,, 50 ,, Great Primer.
,, 50 ,, Long Primer German Text.
,, 30 ,, Script.
,, 10 ,, Flowers and Borders.
,, 400 ,, Leads, thick and thin, of sizes.
,, 100 ,, Extra Quadrats of sorts.
,, 30 ,, Pica Old English.
,, 40 ,, Double Pica, Old English.
,, 250 ,, Therabout, Quotations, Furniture and Justifiers, &c. &c. &c.
The above are now on view.

On SATURDAY, the 3rd May 1863, Messrs. FRANCIS & Co. are instructed to dispose of by Public Auction, at 4½ o'clock P.M., a house situate at the Churney Lane or Dhookurwaddy, Girgaum Road, assessed by the Collector of Land Revenue, under No. 23, and bounded as follows, on the North by the house of Jose' Pereira, on the South by the Oart of the Hon'ble Juggonath Sunkersett, the East by one of the houses of the Hon'ble Juggonath Sunkersett, and on the West by a portion of the Public Passage of the Churney Lane.
For further particulars apply to the Surviving Executor Mr. Francis A. Lopes, Kalbadevie.

SALE OF LANDED PROPERTY.
On SATURDAY, the 25th instant 1863 at 4 P.M., on the premises, Messrs. FRANCIS & Co., will sell by Public Auction, by order of the Mortgagee and on account, and at the risk of the Mortgager, all that Piece of Ground forming a part of an Oart called Kudwady, with three several Chawls or ranges of buildings and a Bungalow, standing thereon, situate without the Fort, at or near Gaywady, or Cavel Road, admeasuring 1,051½ square yards or thereabouts, and the said three Chawls and Bungalow are respectively assessed under the Nos. 11, 12 and 13, and the said Piece of Ground is registered in the books of the Collector of Land Revenue, under No. 246, and is bounded as follows, on the East partly by the House of Marian De Almeida, partly by a passage forming a part of the said piece of ground and partly by the vacant ground of Pedro Feleciano De Souza, on the West and South by the Oart belonging the Chapel of Catherina De Souza, and on the North by the Oart belonging to Diog Miguel Periera. For further particulars, apply to Henry S. Carter, Esq., Solicitor for the Mortgagee, at No. 2, Medow Street, Fort.

FOR SALE ON COMMISSION.
Beaujolais Wine, at Rs. 15 per dozen.
Millinery, consisting of Muslin and Lace Shawls.
Saddlery, by MacNaghten and William Mirrlees & Co. of Glasgow, and Edward Adams, of London.
Cordage, about 80 Coils Hemp Rope.
Carriage Linings, Oil Carpets for Floor and Staircases.
Wire Netting, suitable for Garden enclosures.
Superior Hair Oil.
De Jongh's Cod Liver Oil.
N. B.—Messrs. Ritchie, Steuart & Co. have kindly permitted us to state that reference may be made to them.
FRANCIS & Co.
Forbes Street, Bombay, 24th April 1863.

BENNETT & CO.

USUAL AUCTION SALE.
THIS DAY, SATURDAY, the 25th instant, Messrs. BENNETT & Co. will hold their usual Weekly Auction Sale at their Rooms, when they will submit a quantity of Piece Goods, &c. &c.
11 Cases of Slates.
7 Dozen Silver Gilt Hunting and open-faced Watches.
Glass Decanters (Quarts and Pints.)
Double Branched Wall Shades.
Gentlemen's Hats and Children's Caps.
A quantity of Toys.
1 Case Children's Toys, such as Dolls, Crying Babies, &c.
AT 1 P.M.
Any Horses or Carriages offering.
A fine Australian Kangaroo Hound.

SALE OF VALUABLE HOUSEHOLD PROPERTY, CARRIAGES, HORSES, &c., AT LOVE LANE, MAZAGON.
On MONDAY next, the 27th instant, Messrs. BENNETT & Co. will sell by Public Auction, at his residence, at Love Lane, Mazagon, the valuable Household property, Plate, Plated, Glass, and Porcelain Ware, Carriages, Horses, Slate Billiard Table, &c., of the Hon'ble J. D. INVERARITY, Esq., C.S., Member of Council, consisting of a Rich Cut set of Table Glasses for 24, an Elegant, Large, Blue and Gilt Dinner Service for 72 persons, a very handsome Landscape, Dessert Do. for 30, Breakfast and Tea Do., Best Plated Hot Water Curry Dishes, a set of handsome Dish Covers, an Elegant Table Candelabra and Epergne with Plateau, Treble-branched Candlesticks, Tea Trays, Waiter, sets of Spoons and Forks and Dessert Knives and Forks, Table Cutlery, &c., elegantly Open Carved Blackwood Furniture, such as Circular, Pier, Sofa, Round, Dining, Writing and other Tables, a set of Dining do., Side Boards, Screens, Conversation, Reclining, and other Couches, Drawing Room, Priedieu, Easy, and Arm Chairs, Chiffoniers, Whatnots, two handsome Almiras with Side Wings, a Plated six-light Argand Chandelier, a pair of Bronze three-light Argand Lamps, Bronze Hanging, and Table do., handsome Engravings in Gilt and Maple Frames, Tea Poys, Double-branched Wall Shades with Drops, a pair of handsome Real China, and Lacquered Flower Vases, an Elegant Velvet Pile Carpet, Book Shelves, Bed and Dressing Room Furniture, a splendid Mahogany Slate Billiard Table, by Smith, with Lamps, Balls, Cues, Marking Pool, and Regulation Boards, &c., complete, large Coir Rugs, Dispense and Cook Room Articles, &c. &c.
Catalogues are be published, and the property is now on view.

SALE OF MOOLTAN DHARA COTTON.
On TUESDAY next, the 28th instant, at 4 P.M., Messrs. BENNETT & Co. will sell by Public Auction, by order of Thucker Coorjee Premjee, and on account and risk of the first purchaser, Shaw Damjee Ookerda.
51 Candies of Mooltan Dhara Cotton.

SALE OF HARDWARE, &c.
On THURSDAY next, the 30th inst., Messrs. BENNETT & Co. will sell by Public Auction, at their Rooms, comprising—
20 Cakes of Table Salt.
106 Casks of Blacking.
50 Do. of Hoes.
16 Do. of Pickaxes.
120 Bundles of Shovels.

NOTICE TO CAPTAINS OF SHIPS AND OTHERS.
AUCTION SALE OF SHIP CHANDLERY, MEDOW STREET, FORT.
Messrs. BENNETT & Co. have received instructions, to submit to Public Auction, on MONDAY, the 4th proximo, and following days, the whole of the stock in trade of Messrs. LAWSON and MACKENZIE, Ship Chandlers.
Full particulars will appear hereafter.

AUCTION SALE OF VALUABLE HOUSEHOLD FURNITURE, CARRIAGES, HORSES, &c., ON MALABAR HILL.
On THURSDAY, the 7th proximo, Messrs. BENNETT & Co. will submit to Public Auction, at his residence, Malabar Hill, all the Household Furniture, Carriages, Horses, &c. of JOHN CASSELS, Esq., (proceeding to Europe); comprising a set of Victoria Pattern Thin Stern Glass Ware, Rich Cut Glass do., a Crystal Diamond Cut Dessert Service, a handsome Claret, and Gilt with Pink Flowered Dinner Service, Elegant Green and Gilt Dessert do., a neat Landscape Pattern Tea Set, best Plated Melon Pattern Dish Covers, Hot-water Curry Dishes, double-branched Candlesticks, a set of Shell Pattern Spoons and Forks for 12 persons, Plated Dessert Knives and Forks for 18 persons, Waiters, Cruet, and Egg Stands, &c., handsomely Carved Blackwood Furniture, such as a set of Dining Table in 4 pieces for 20 persons, Side Board, Circular, Pier, Sofa and other Tables, Whatnots, Ornament Stands, Conversation, and Tete-a-Tete Couches, Drawing Room, and other Chairs, an elaborately Carved Partition Screen, Hat and Flower Stands, a handsome Marble 15 day Clock, Persian Carpets, Bronze single and double-light Hanging Argand Lamps, with Drops, Rich Flower Vases, Marble Busts and Figures, Hanging Punkhas, Choice Engravings in Frames, two richly Carved Bed-steads with Musquitoe Cages, Camp Cots, Children's Cots, a handsome Cradle, Cheval and Toilet Glasses, Wardrobes, Presses, Gown Stands, Screens, Chest of Drawers, other articles of Bed and Bathroom Furniture, choice Plants and Shrubs, Garden Benches, Copper Cooking Utensils, and Dispense Articles, &c. &c.
AT 1 P.M.
An elegant stylish light and roomy four-seated Sociable, by Silk and Sons, only three years in the country, with a pair of fast trotting high caste Arab Horses, long accustomed to Malabar Hill, and Harness complete.
Single and double Harness, &c. &c.
Catalogues will be published and the property will be on view from the 4th proximo.

AUCTION SALE OF HOUSEHOLD FURNITURE, AT MOUNT COTTAGE, MOUNT ROAD, MAZAGON.
On WEDNESDAY, the 13th proximo, Messrs. BENNETT & Co. will submit to Public Auction, the Household property of a gentleman changing his residence.
Full particulars will be given hereafter.
Catalogues will be published, and the property will be on view from the 8th proximo.

AUCTION SALE OF VALUABLE HOUSEHOLD FURNITURE, CARRIAGES, HORSES, &c., AT KHUMBALLA HILL.
On MONDAY, the 11th, and TUESDAY, the 12th proximo, Messrs BENNETT & Co. will submit to Public Auction, the valuable Household Furniture, Carriage, Horses, &c., the property of the Hon'ble W. B. TRISTRAM.
Full particulars will be given hereafter.
Catalogues will be published, and the property will be on view from the 8th proximo.
BENNETT & Co.
No. 5, Forbes Street, Bombay, 25th April 1863.

Auction Announcements.

DINSHAW HORMUSJEE & CO.

AN AUCTION SALE OF HOUSEHOLD FURNITURE, &c., AT MARINE LINES, ESPLANADE.
THIS DAY, SATURDAY, the 25th inst., Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction at his Residence, Marine Lines, Esplanade, the Household Furniture, Plated, Glass, and Porcelain Ware, &c. of Major W. GRAY, of the Staff Corps, the same comprises, Carved Furniture, such as Circular and Dining Tables, Conversation, and other Couches, Arm and Easy Chairs, Side Boards, Chiffoniers, Wardrobes, Presses, Chest of Drawers, Priedieu Chairs, Tea Poys, Table and Hanging Argand Lamps, Reclining Couches, Dumb Waiter, Dressing and Washband Tables, Toilet and Cheval Glasses, Dispense and Cooking Utensils, &c.
No Catalogues, and the property is on view.

AUCTION SALE OF THREE BOATS.
On MONDAY, the 27th instant, Messrs. DINSHAW HORMUSJEE & Co., will sell by Public Auction, at Apollo Bunder, the following pleasure Boats at 4 P.M.
A fast sailing Cargo or pleasure Boat, built in Bombay, of best Teakwood, and Copper fastened, she is about 21 Tons burthen.
A Life Boat, Copper fastened.
A Gig do. do.—Both are English built. To be seen at Apollo Bunder.

AUCTION SALE OF HOUSEHOLD FURNITURE, PHAETON, AND HORSE, &c. AT BYCULLA.
On WEDNESDAY, the 29th instant, Messrs. DINSHAW HORMUSJEE & Co., will sell by Public Auction, at his residence, Byculla, next to Rahimtoola Sullimon, the property of MR. WALTER ABRAHAM, (changing his residence) the same comprises Frosted Glassware, Dinner, and Tea set, Handsomely Carved Furniture, such as Circular and Dining Tables, Conversation and Sofa Couches, Chiffoniers, Pier Tables, Teapoys, Priedieu and Easy Chairs, Drawing Room and Arm Chairs, Square Pianoforte, Carved Bedstead, few Engravings in Maple Frames, Bronze 4 Light, and Table Argand Lamps, Hyderabad Rugs, Vases, and Statuary Clock, and Dispense Articles, &c.
AT 1 P.M.
One light Phaeton with a Horse and Harness.
No Catalogues, and the property will be on view from 26th instant.

AN AUCTION SALE OF VALUABLE HOUSEHOLD FURNITURE, CARRIAGES, HORSES, &c., AT MALABAR HILL.
On or about the 16th proximo, Messrs. DINSHAW HORMUSJEE & Co., are instructed to submit to sale by Public Auction, at his residence, Malabar Hill, all the valuable Household Furniture, Carriages, Horses, &c. of the Hon'ble H. HEBBERT, Esq., (proceeding to Europe.) See particulars in *Gazette* of the 20th instant.
DINSHAW HORMUSJEE & Co.
No. 10, Forbes Street, Bombay, 26th April 1863.

CRAWFORD & Co., 3, Marine Street, Bombay.

USUAL AUCTION SALE.
On MONDAY, the 27th instant, Messrs. CRAWFORD & Co. will submit to Public Auction, at their Rooms, a quantity of Grey, Bleached and Coloured Piece Goods, Twists, &c. &c.
17 Bales damaged Grey Goods.
An Invoice of Electro-plated Ware, comprising Cruet Frames, Tea Services, Pint Mugs, Mustard Pots, Chamber Candlesticks, Butter Pots, Trays, Marmalade Pots, &c. &c.
40 Sets Axles, 1¼ and 1½ inches.
6 Dozen Hammer Wrenches.
25 Pairs superior Silver Mounted Carriage Lamps.
12 Boxes Fancy gilt Scarf Pins.
An Invoice of Best Paint, viz., Ultamarine blue, white lead, light, and dark green.
480 Weights 28 and 56 lbs. each
60 Gross Boxes Lucifer Matches, 250, 500, and 1000 in a Box.
A few superior Silver and Gold Hunting and Open face Watches.
A few Mahogany Dressing Glasses.
On account of the concerned.
1 Case damaged Vesta Matches.

WATCHES.
To close an Account.
3 Double-cased Gold Hunting Watches, by Ellis, Yates & Co. of Liverpool, strongly recommended as very superior and serviceable.
On account of the first purchaser Vias Nundram Rodejee.
K M—390-391 2 Cases 100 Pieces T Red Twill, 24 yards 42 inches.
,, 406 60 } 231 Pieces T Red Cambric, 28 yards 24 inches.
,, 410 60 }
,, 426 60 }
,, 429 51 }

SALE OF BUGGALOW "TOWKLEY."
On TUESDAY, the 28th instant, at 3 P.M., Messrs. CRAWFORD & Co. will submit to Public Auction, the Buggalow *Towkley*, with Masts, Yards, Sails, Anchor, Cable, Boat, &c., of 735 Candies burden, as she now lies near the Mazagon Dockyard. For further particulars and inspection of the list of Stores, apply to the undersigned.

SALE OF SHOLAPORE & KHANDEISH LINSEED.
On WEDNESDAY, the 29th instant, at 3 P.M., Messrs. CRAWFORD & Co. will submit to Public Auction, at Darcathan, near Musjid Bunder, on account and at the risk of Thucker Khimjee Doongersey, the first purchaser, by order of Thucker Chuttoorbhooj Nursey,
1,101 Cwt. Sholapore and Khandeish Linseed.

SALE OF THE BRIG "PAULINE."
On WEDNESDAY, the 29th instant, at 3 P.M., Messrs. CRAWFORD & Co. will submit to Public Auction, at their Rooms, the good Brig *Pauline*, with her Masts, Yards, Sails, Anchors, Cables, &c. &c., as she lies in the harbour of Bombay.
This Vessel as per register was built of Teak in Cochin in 1855-56, is copper-fastened, and was resheathed with yellow Metal in 1861. She has just returned from a voyage to Singapore, thence to Calcutta, thence to Batavia and back, and is in a suitable condition for sea.
N. B.—A list of the Stores may be seen on application.

SALE OF LANDED PROPERTY AT LOWER COLABA.
By order of the owner.
On TUESDAY, the 28th instant, at 4 P.M. Messrs. CRAWFORD, & Co. will sell by Public Auction, on the premises, by order of the owner, all that piece of Fazendaree Ground, belonging to JANARDHUN BALAJEE SETT, with the Bungalow standing thereon, situate at Lower Colaba, admeasuring 38 feet 10 inches in length, and 51 feet and 4 inches in breadth, assessed under No. 283, bounded on the East by the public passage, on the West by the public road leading to the Light House, on the North by the house of Mr. T. Ginger, and on the South by that of Mr. F. S. Boulton.
For further particulars and inspection of plan, apply to the Auctioneers.

SALE OF IRON TANKS AND BATH BRICKS.
THIS DAY, SATURDAY, the 25th instant, at 2 P.M., Messrs. CRAWFORD & Co. will submit to Public Auction, at the Boree Bunder.
100 Iron Tanks suitable for holding Oil, Paint, Grain, &c.
15,000 Bath Bricks.

SALE OF HOUSEHOLD FURNITURE AT MALABAR HILL.
On THURSDAY, the 30th instant, Messrs. CRAWFORD & Co. will sell by Public Auction, at his residence, No. 72, Malabar Hill, the Household Furniture, Plated, Glass and Porcelain Ware, &c. &c., of the Rev. R. F. COLVIN, (changing his residence), the same comprising Carved Blackwood Drawing Room, Easy, Rocking, Folding, and Arm Chairs, Round Work Pier, Camp, Writing, Dressing, and Washing Tables, Cleopatra, Conversation, and Reclining Couches, Cheffonier, Screens, Book Cases with Glass Doors, Hat Stand, Side Board, Trunks, Clothes and Gown Presses, Chests of Drawers, Camp and Baby's Cots, a Substantial Plate Chest, Tea Poys, neatly worked Ivory, and Carved Sandlewood Envelope Cases, Portfolios, Inkstand, and Card Baskets, a Mahogany Square Pianoforte, by *Doring & Co.*, Hamburg, in perfect order, a very pretty French 15-day Clock, with Glass Dome, and a pair of Side Ornaments to match, Glassware, and Decanters, a White Blue-Border Dinner Service for 12, a Gold and Blue Border Tea Service for 12, a Green and White Dessert Do. for 12, Plated Hot Water Curry Dishes, Cruet Frames, Candlesticks, Bottle Stand, Butter Pot, Tea Urn, Hanging, Table, and Moderator Lamps, Cooking Utensils, Dispense Room Furniture, &c. &c.
AT 1 P.M.
A strong Riding Pony.
A Gentleman's Saddle and Bridle.
A Lady's ditto, by Peat.
The property of another gentleman, a strong Shigram Horse.
Catalogues will be published, and the property will be on view from the 28th instant.

FOR SALE ON COMMISSION.
PRINCES PATTERN PARK PHAETON.
A beautiful little Carriage of this form is also for sale, warranted new, and direct from the Builders (Jno. Barton & Sons), is warranted strong, and of the best materials, and is recommended as a good description of conveyance for Poona in the approaching monsoon where strength and lightness in a conveyance is a great desideratum.
SHERRY.
Fine English-bottled Brown Dinner Sherry, at Rs. 15 per dozen. To close an account.
WINES.
Good Sherry ....Rs. 18 per doz.
Bernard and Co.'s finest Cherry Brandy—
In quarts ....Rs. 13 per doz.
Bombay, 25th April 1863. CRAWFORD & Co.

Business Announcements.

BOMBAY MEDICINE SOCIETY.—In consequence of Mr. WRIGHT, the Treasurer, having left Bombay, the undersigned will pay the amounts due to the respective Shareholders, at the G. I. P. Railway Stores Office, Byculla, between the hours of 11 and 2 daily, (Sundays excepted.)
Bombay, 13th April 1863. THOMAS WOOD.

NOW READY.
TWELVE VIEWS OF MATHERAN from Collodion negatives, by HENRY HINTON.—MR. HINTON respectfully directs attention to his several series of Photographic Views already published and extensively patronized. These series consist of the following subjects, viz:—Cave Temples of Elephanta and Karlee—interior and exterior; the Ruins of Beejapoor; Mahabuleshwar and its Scenery; Temples and Palaces of the Deccan; Cantonment of Poona; Views of Khandalla and Bombay. The Bombay series contains nearly one hundred photographs. Specimen port-folios, sent on application.
Parell Road, Byculla.

ROSSELET & Co. have just received some nice Jewellery, consisting of Gold Necklets, 18 ks. for Rs. 50
Do. Sleeve Studs, do. from .... 20 to 35
Do. Rings, set with pearls, rubies, and turquoise. 4 to 40
Silver Snuff Boxes, elegantly chased and engraved... 25 to 30
A large stock of Gold Charms and Lockets, from ... 20 to 50
Gold Hunting Watch, independent seconds, with two dials, and dates of the month Lever.............. 700
Do. Self-winding independent seconds, Lever 600
Do. Self-winding Ladies' Hunting Watches, beautifully enamelled, and set with diamonds............ 400
2 Gold Reversible Watches making at pleasure, a Hunting or Open-faced Watch, one of them splendidly chased and engraved.................. 300

ROSSELET & Co. have on hand a new and large stock of Riding Whips, of every kind and description.
Walking Sticks do. do.
Stereoscopes, for 12, 25, and 50 Views, from Rs. 45 to 70.
And a great variety of fancy goods, which really deserve to be seen.

FOR SALE.
A beautiful French Iron Safe, large size. Apply to
ROSSELET & Co.

Printed for the Proprietor, by JAMES PEARSE, at the *Bombay Gazette* Press, No. 1, Manockjee Pitty's Buildings, Lower Colaba, and published by EDULJEE RUSTOMJEE, Fort Bombay.
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